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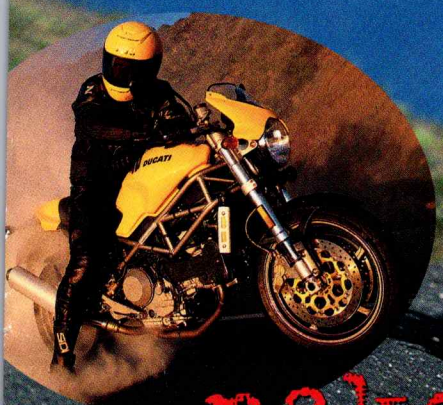

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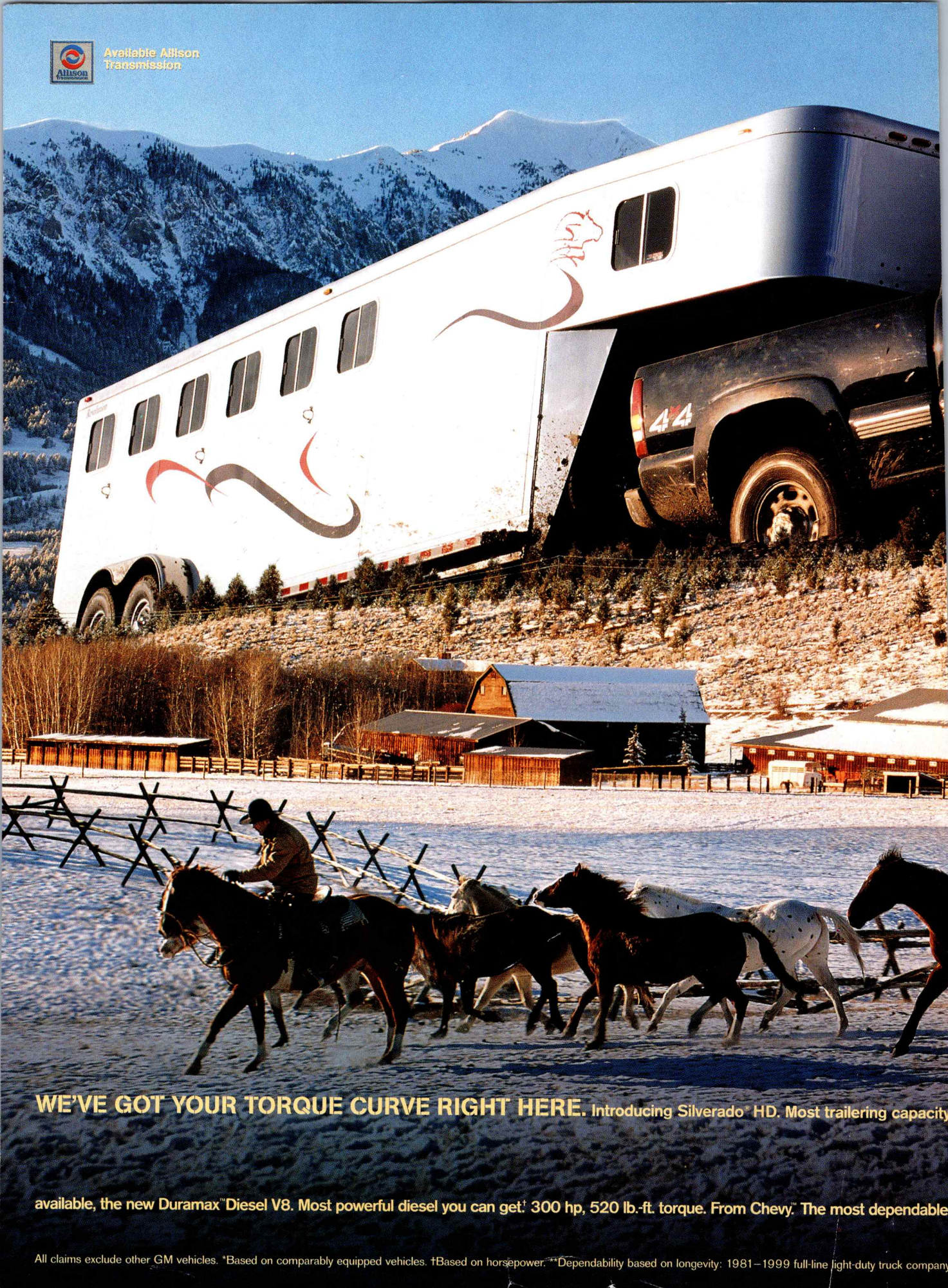

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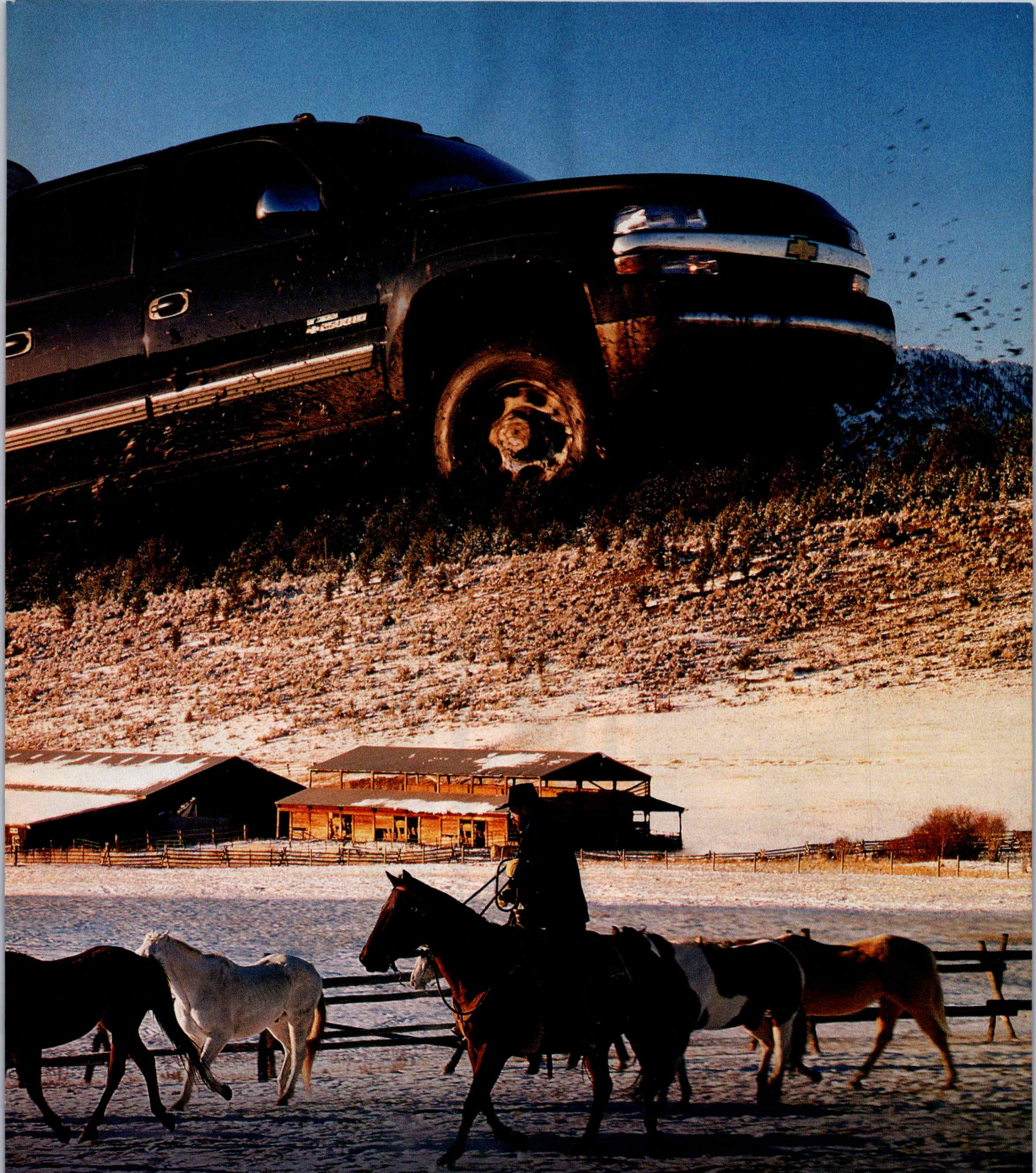

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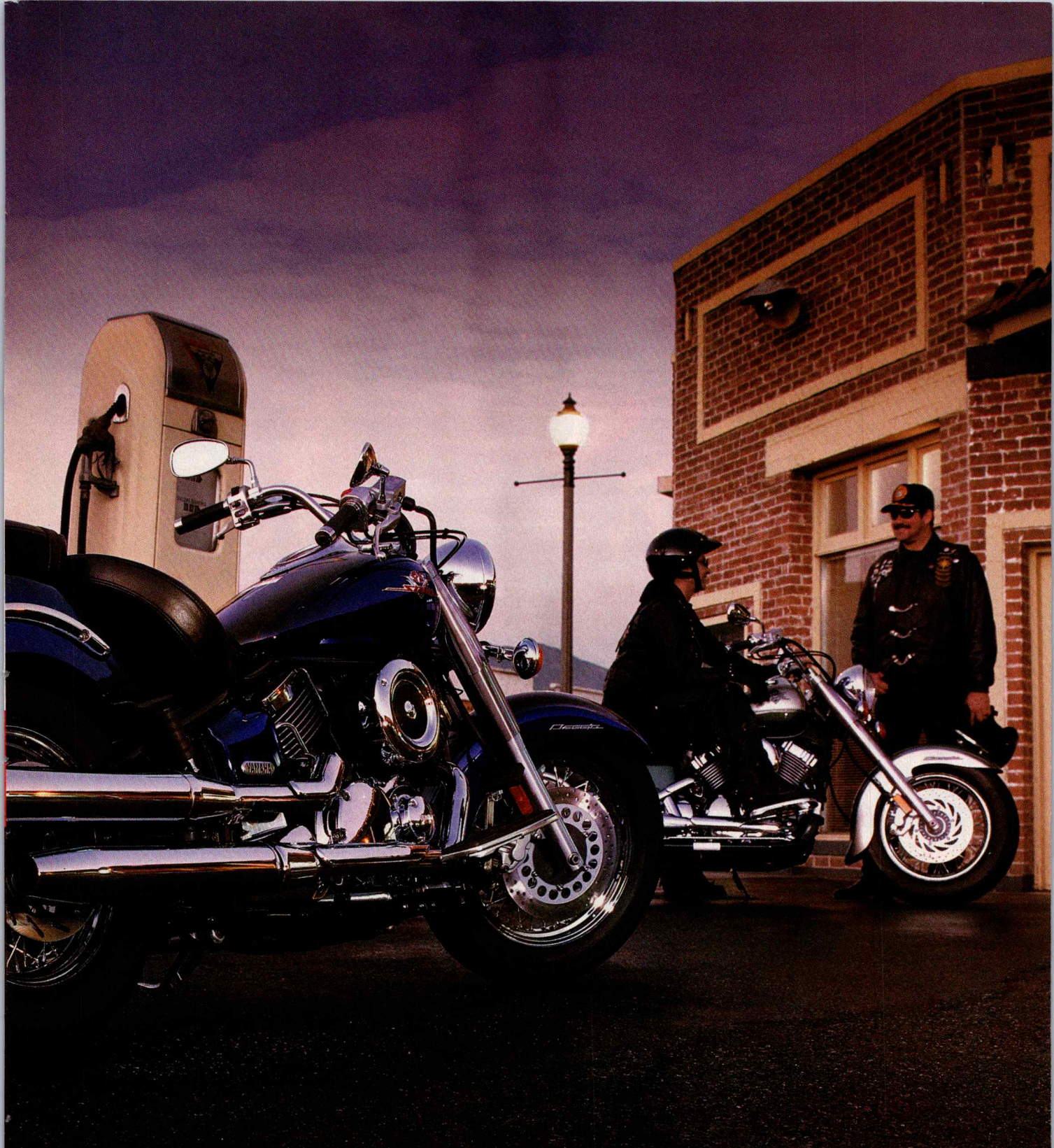

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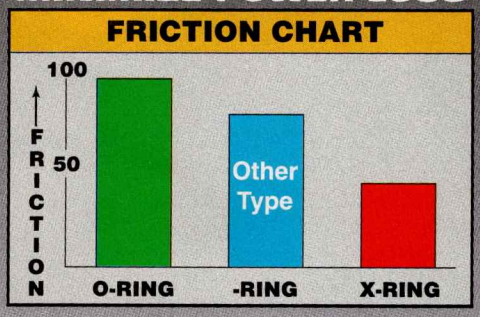

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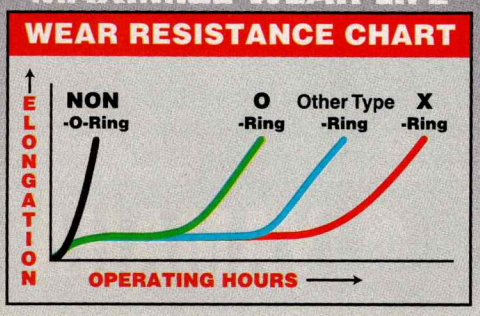

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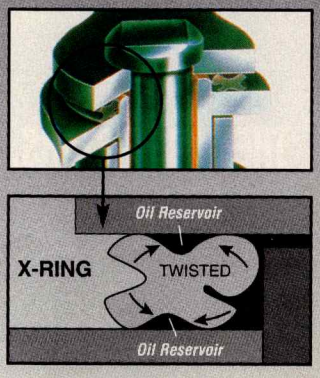

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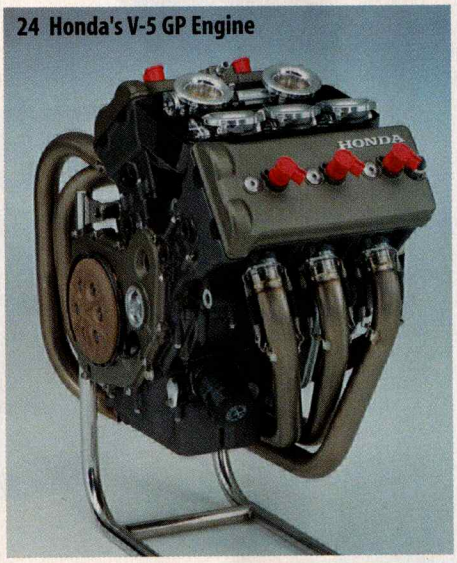

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Wheelies, stoppies—heck, all manner of hooliganesque doings—are within reach on Yamaha's new FZ1 and Ducati's S4 Monster. All you need is Kevin Wing to document it all. Aren't we lucky?

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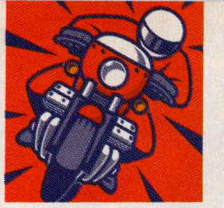


lean angle

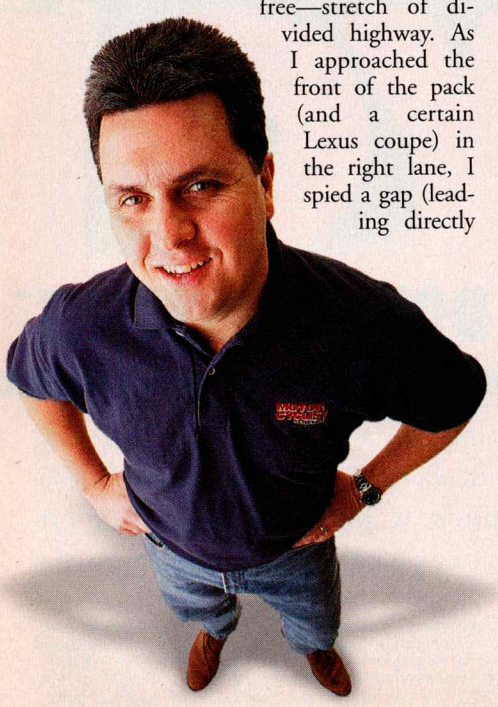
Bonehead in a Hurry

I CAN COUNT ON ONE HAND THE NUMBER OF TIMES I'VE come close to That Final Ride while aboard a streetbike. (I reserve the other hand for certain skiing accidents, Lake Powell cliff-diving incidents, etc.) Considering the number of years I've been riding motorcycles (30-plus), and the amount of miles I've traveled on them (hundreds of thousands), I'm probably lucky it's only been *that* many.

So it was slightly upsetting when I had another close call a few days ago on the way home from work. It was the nearest I'd come to a grisly two-wheeled fate since that car flipped over in front of me at speed about a year ago on the freeway.

I'd left the office early to pick up my son from preschool (not on the bike, of course), and was in a hurry. It was around 3:30 P.M., and traffic was heavy. My usual practice when approaching an intersection that's backed up is to lane-split (slowly) to the front of the line and benefit from the car-free "safe zone" that results up ahead when the light turns green (see Technique, April 2001).

At one particular intersection I wasn't able to get to the front of the line due to the congestion, so I stopped and waited for everyone to move. Once they did, I continued my quest for the "open zone" up front, picking off cars in a hurry as we headed up a fairly long—and stoplight-free—stretch of divided highway. As I approached the front of the pack (and a certain Lexus coupe) in the right lane, I spied a gap (leading directly to that open zone) about to open up in the middle lane. Without waiting to see if anyone else (like the guy in the Lexus just ahead of me) had dibs on the slot, I goosed the VFR toward the hole—just as the Lexus driver flicked his steering wheel left.



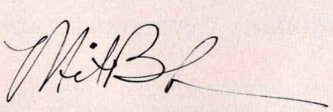
It was weird...I saw the guy's arm swing left in my peripheral vision, saw the car veer toward me, yet I felt frozen, already committed and unable to move. The car and I smacked into each other reasonably hard, yet aside from me ricocheting off the car (which bruised the hell out of my right forearm), not much happened. Luckily, the guy saw me in his peripheral vision just as he turned the wheel left and reacted perfectly, turning back the other way in time to not punt me into the next county. (A good thing, too, as there were several cars right behind us, all doing at least 60 mph.) After the impact we glanced at each other with "What the hell was *that* all about?" looks on our faces, then continued down the road as if nothing had happened.

My nonriding friends are always asking me if it's scary commuting on a motorcycle. I tell 'em it is—although I add that it'd probably take a 1-in-10,000-shot to zap me: a car blowing a stop sign the exact instant I was in the intersection, that type of thing. But as the aforementioned "incident" proves all too clearly, that's just an illusion.

Bottom line: Regardless of how long you've been riding or how many thousands of miles you've got under your belt, bonehead actions such as riding in a hurry, riding too quickly, and riding without a minimum level of patience can make you very dead, very quickly.

Time to start counting on that other hand, I guess.

Ride well.



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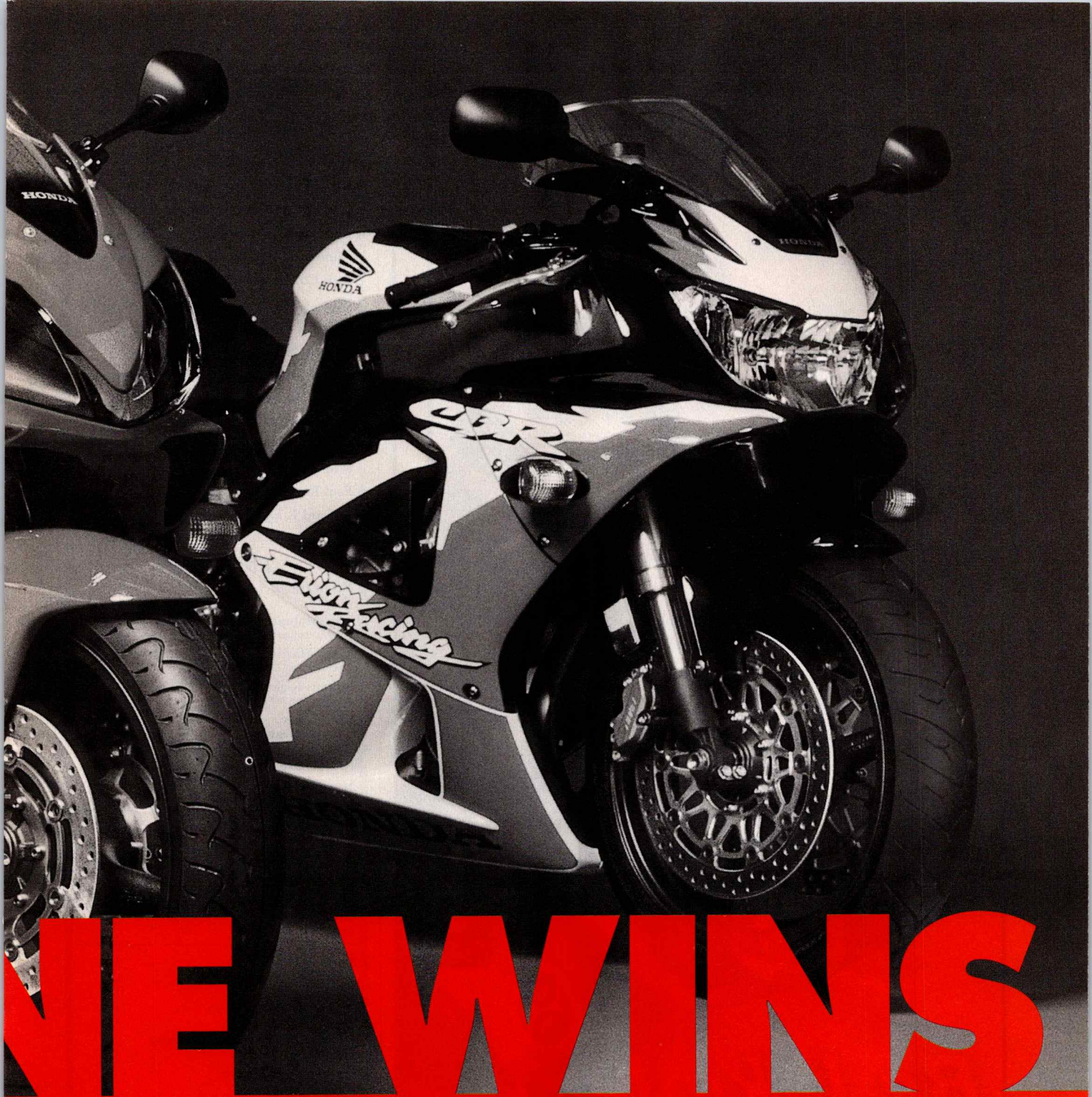

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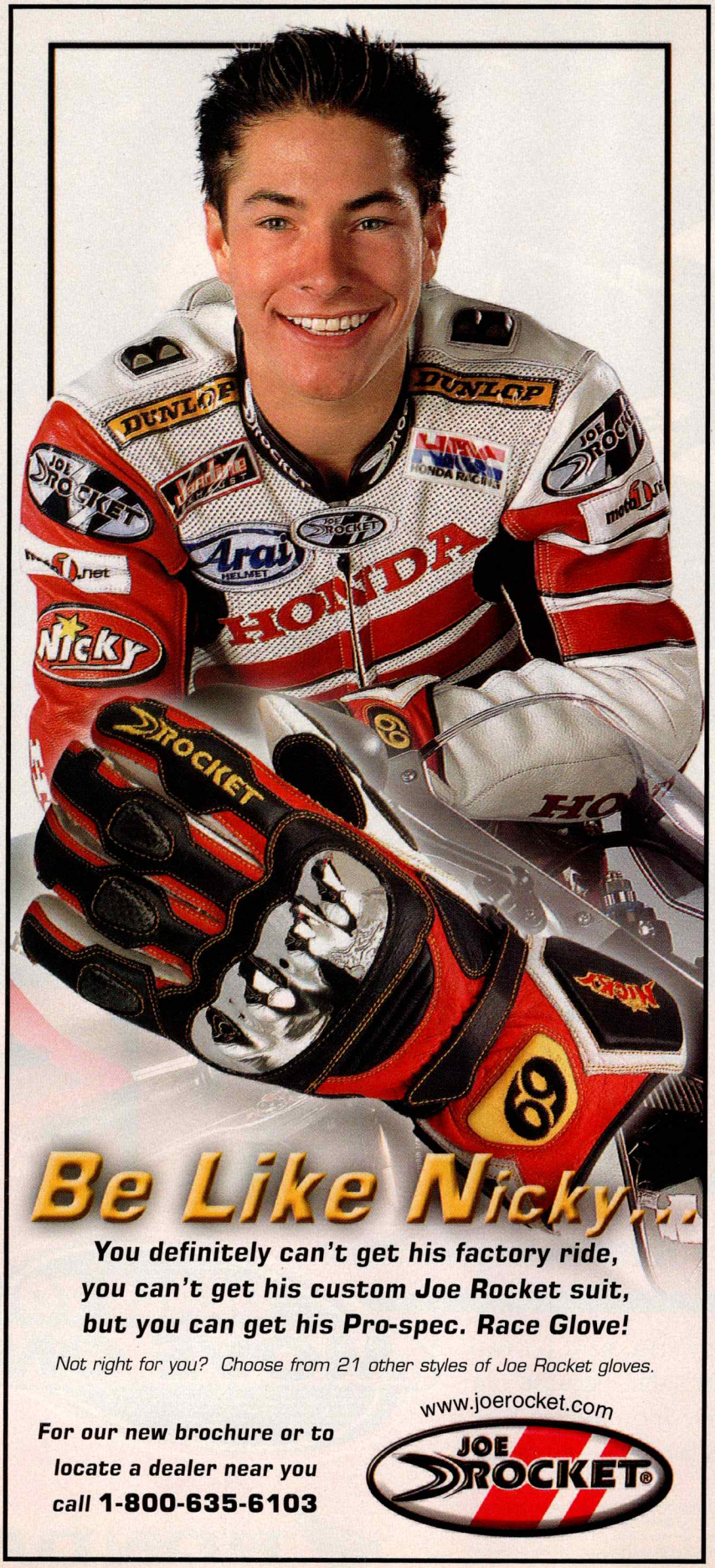

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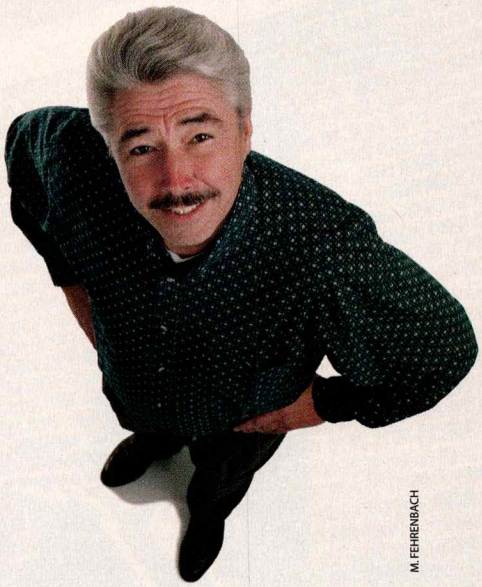
megaphone

by James J. Baxter
President, National Motorists Association

Burning Eyeballs

I'VE NOTED A RECURRING THEME THAT SEEMS TO BE grabbing hold in the two-wheeled world. It says: "My safety, as I perceive it, is justification to do whatever I damn well please, regardless of the consequences to others." This burn-their-eyeballs-with-bright-lights mentality is right on par with the straight-pipe crowd that equates 120-decibel, window-rattling racket with "enhanced conspicuity."



M. FEHRENBACH

Setting aside the question of whether daytime headlight use has any effect on motorcycle safety (the only effort to my knowledge, an Australian study, concluded that it doesn't), I think there is a more important issue at hand.

With 35 years of riding under my belt, and a fair amount of experience in the legislative trenches fighting antimotorcyclist issues, I believe I have a reasonable perspective on the safety issues that most affect motorcycling. Here's the big picture: Those who think they are enhancing their own safety, or anyone else's, by irritating, aggravating, blinding, deafening and/or distracting the other millions of motorists out there have a serious misunderstanding of human nature. A parking-lot confrontation is likely to be the least of their problems.

Here's another fact of life: Motorcycling exists as we know it because the people with the guns (the government) are not being compelled by their constituents to eliminate motorcycling. This happy state of affairs will continue just as long as the 270 million people who don't ride motorcycles are willing to tolerate our irrational fetish to sit on top of a vehicle and catch june bugs on our foreheads at 70 mph.

Fortunately, most people don't care one way or another about someone else's desire to ride a motorcycle; it's "Live and let live." But if we continue to blind them with bright lights or break their eardrums with straight pipes, all that could change.

The peak of antimotorcycle fervor was probably in the late 1960s and early 1970s. I went to numerous public meetings and legislative hearings dealing with motorcycling issues. The usual excuses for new restrictions were "safety" or "protecting the environment." The real reasons were that vast numbers of people didn't like motorcyclists because of noise, lifestyle issues, or the fact that motorcyclists were competing with them for recreational resources.

In the process we ended up with mandatory helmet laws in 48 states. We lost access to millions of acres of off-road riding areas. Motorcyclists were banned in some communities, rider groups were "profiled" for enforcement purposes, and a hodgepodge of nonsense equipment requirements and licensing standards were imposed. Anyone who thinks that most of this happened because our benevolent government was concerned about our welfare should take up residence in Disneyland.

...if the public at large turns sour on motorcycling because motorcyclists cease to respect and accommodate that public, motorcycling will become a historical artifact.

Some of the damage has been undone. The efforts of motorcycle rights organizations and the effects of the Harley-Davidson revolution can't be overstated. There are now many people in high places with connections, if not roots, in the motorcycling community. They can serve as a damper to antimotorcycling regulation. But, if the public at large turns sour on motorcycling because motorcyclists cease to respect and accommodate that public, motorcycling will become a historical artifact.

No, the government will not outlaw the sport. It will simply regulate, tax and restrict to the point that most people will not desire nor be able to afford motorcycling. Just imposing a helmet law reduces motorcycle activity by 35 percent. To this tactic add stringent training and expensive and exhaustive licensing requirements; mandate extensive insurance coverage, protective clothing, upper and lower age restrictions, displacement limits, and safety and emissions inspections; and then pile on new equipment requirements like air bags and ABS. There could even be a "social burden" tax assessed on all high-risk vehicles. The possibilities are endless, and they all pretend to be altruistic.

Combined, these "safety measures" could reduce the riding population by 90 percent (just an approximation). Then the question becomes: "Is it worthwhile, or even feasible, to build motorcycles for such a small population, especially when the costs are so high?"

To bring this full circle...that person who just had his eyeballs burned for the umpteenth time by a motorcyclist running his high beams also writes his elected officials, contributes to political candidates, votes, signs petitions for referendums and talks to his friends. He might even be a very influential public figure who a lot of people like, admire and listen to.

If it comes down to a parking lot "fist fight" between the 10 million of us who ride and the 270 million of those who don't, who do you suppose is going to win?

Jim Baxter

Contact the National Motorists Association at (608) 849-6000, or go to www.nationalmotoristsassociation.com.

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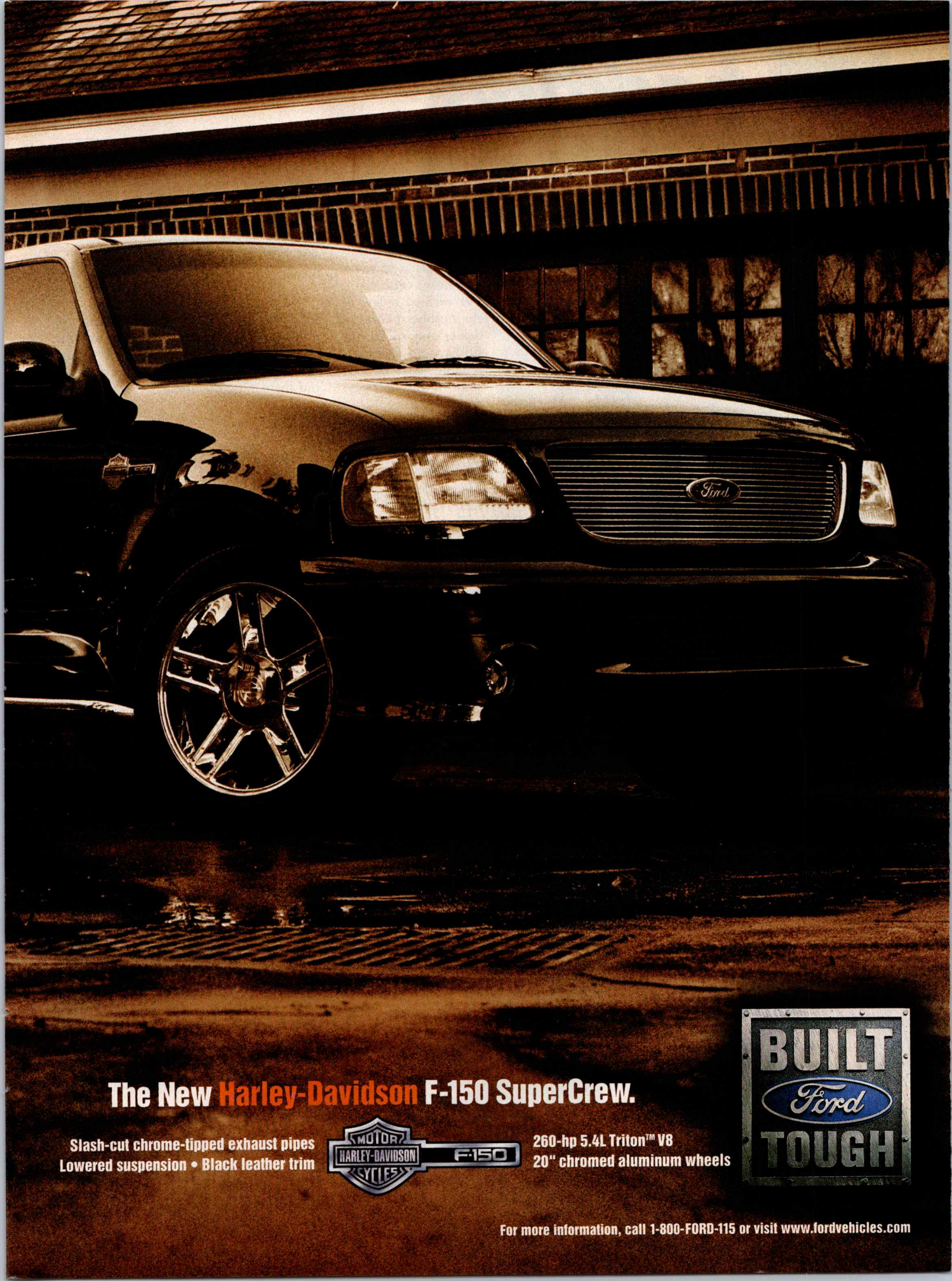

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backfires

GSX-R RESPONSE

I find it hard to believe the new GSX-R1000 actually makes 140 rear-wheel horsepower (as printed on the March 2001

cover). If its engine is as similar to the R1's as you say in terms of its bore and stroke measurements, getting 10 additional ponies sounds fishy to me.

M. Dickson
Via e-mail

You're right. It doesn't make 140 horsepower. It makes 144.—Ed.

The new GSX-R1000 sure sounds like a new benchmark in the open-class category. But why did Suzuki make it look so similar to the rest of the GSX-R line? A lot of the sportbike experience, to me, anyway, is about owning and riding a bike that's somewhat unique, somewhat special. If you can't tell a 1000 from a 750 from a 600 until you're within 30 feet, something's missing. Yamaha's R1 and R6 are perfect examples of how to successfully separate the line aesthetically.

Matt Young
Via e-mail

The R1 and R6 are indeed separate aesthetic and engineering entities, Young. But you can bet that Yamaha's development and production costs were significantly higher for the two R-bikes than the costs Suzuki incurred with its 1000 and 600, which are quite similar despite their displacement differences. We'd bet, in fact, that it cost Suzuki less to do all three GSX-Rs than it did Yamaha to do just the R1 and R6. The upside for Yamaha, of course, is having bikes that do *stand out in a crowd, and aren't looked at as clones—something the GSX-R line has been accused of lately.—Ed.*

WE DIDN'T KNOW, BUT THANKS!

I bet you guys probably already knew this, but you can get dealer part numbers for a lot of Kawasaki parts at www.buykawasaki.com. I've verified a few of the numbers with the dealer and so far the site has been completely reliable. Now if only some of the other guys would do it....

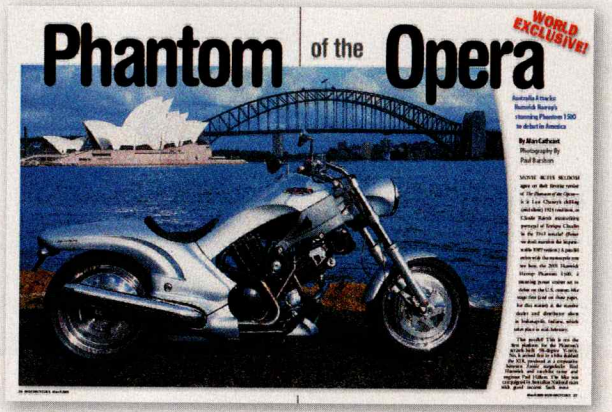
Luke Nihlen
Albuquerque, NM

ANSWERS

I have a Suzuki Bandit 1200 with 5000 miles on it. It burns a half-quart of oil every 2000 miles. Most of my riding is in the mountains, and I usually do not exceed 6000 rpm. Half the people I talk to tell me that this is normal; the other half tells me that it should burn no oil. Any help would be appreciated.

Tony Signore
Via e-mail

Your Bandit should burn no—or very little—oil. A half-quart every 2000 miles seems like too much. Sounds to us like you're babying the thing. Your rings may not yet be bedded-in, and if you continue to not rev it past 5000 rpm, they never will. Try revving the thing. It won't hurt it, and your oil consumption might just improve.—Ed.



AWESOME AUSSIE

Kudos (I can say that in your magazine, right?!) to Rod Hunwick and the folks at Hunwick Harrop for their plan to bring what I feel is a *true* performance custom to the U.S. market. It's time for performance-oriented cruiser folks to have a choice other than the retro-clone, pseudo-power-cruiser fare of the past decade. I wish 'em luck.

Charles Gonzales
Via e-mail

H.H.'s Phantom cruiser is nothing short of a breath of fresh air. It looks neat, and the motor seems as if it'll absolutely stomp any other production V-twin cruiser engine out there. Sign me up.

R. Steadman
Via e-mail

I think Hunwick shoulda stuck with Hallum.

Carl Maguire
Calgary, Canada

SORRY, NO CLONES

Just curious, but I couldn't help noticing that you don't include Indian motorcycles in your 2001 Buyer's Guide or in The List. Is there still some legal problem with the name? Inquiring minds want to know.

Fred Jewell
Via e-mail

No name problem. It's just that we don't include so-called "Harley clones" in our listings.—Ed.

THE BOOK

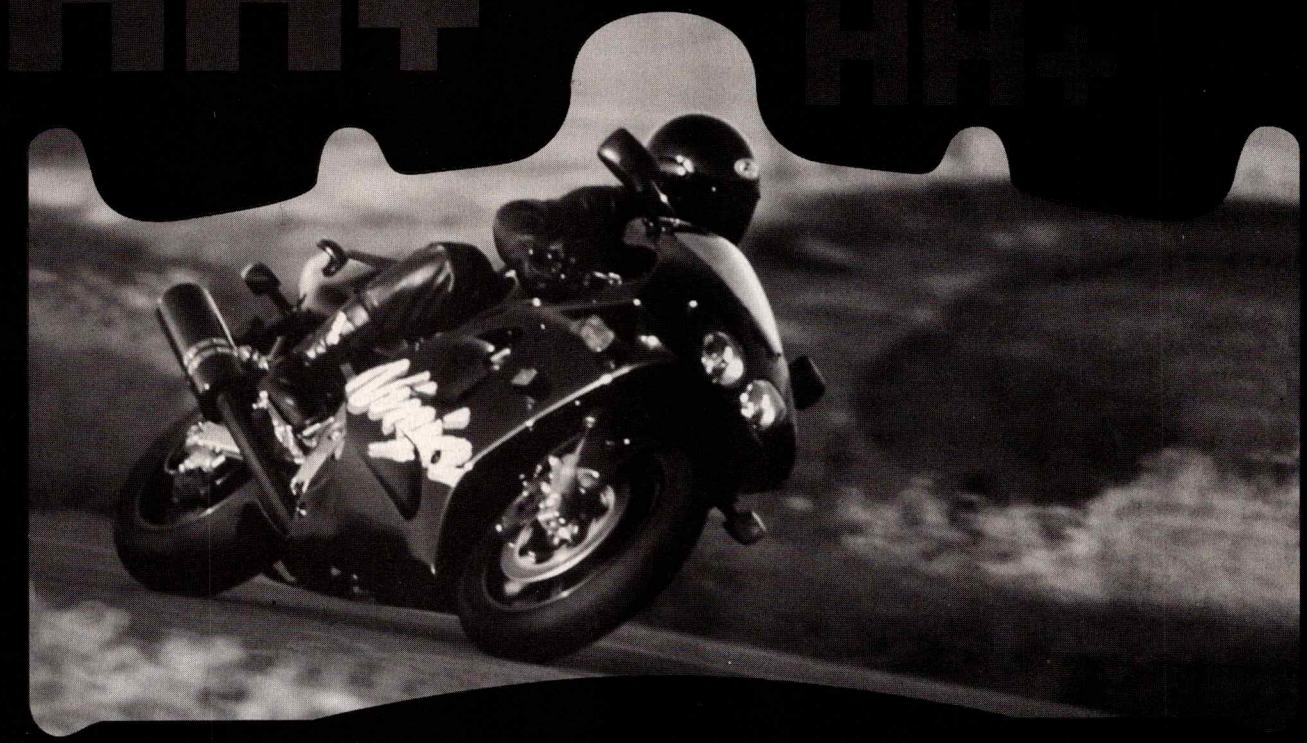
Many years ago I stumbled across a review of "Two Stroke Tuners Handbook" by Gordon Jennings in *Cycle* magazine. The book proved to be utterly impossible to obtain. To this day, it's still impossible to get a copy. What's the deal? There is certainly a ready market for a reprint, provided that at least one publisher would wake up. (Then again, it's obviously more sensible to advance $8 million dollars to Hillary Clinton.) By the way, I thought Art Friedman's tribute to Jennings was quite good.

Brady Thro
Kansas City, MO

BOOKENDS

How ironic—yet appropriate—that the Royal Enfield Bullet and Suzuki GSX1300R Hayabusa find themselves next to each other in the Streetbike Buyer's Guide (March 2001). They certainly represent opposite extremities in

There's really only one way to stop 'em.



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John L. Andrews
Victor, NY

BRIGHT BANTER

I could hardly believe my eyes when I read in your March 2001 issue's Street Savvy piece, "When approaching the classic left-turn situation—where you're worried somebody's about to turn across your bow—a couple of high-/low-beam switches should make you more noticeable." It could also make the turnee think you were flashing him to go ahead and turn in front of you. The turnee could also have blinked, not been looking, combing his hair, etc., when the first flash occurred, so he may see only one. If you think someone is going to turn in front of you, take immediate action to either slow down, move right, stop or speed up, depending on circumstances, and, whatever you do, do not flash. If you want them to notice you, get some Fiamm horns and wake them up. In my long experience with Fiamm horns, car drivers react *instantly* without looking to see where the noise came from.

KEVIN WING

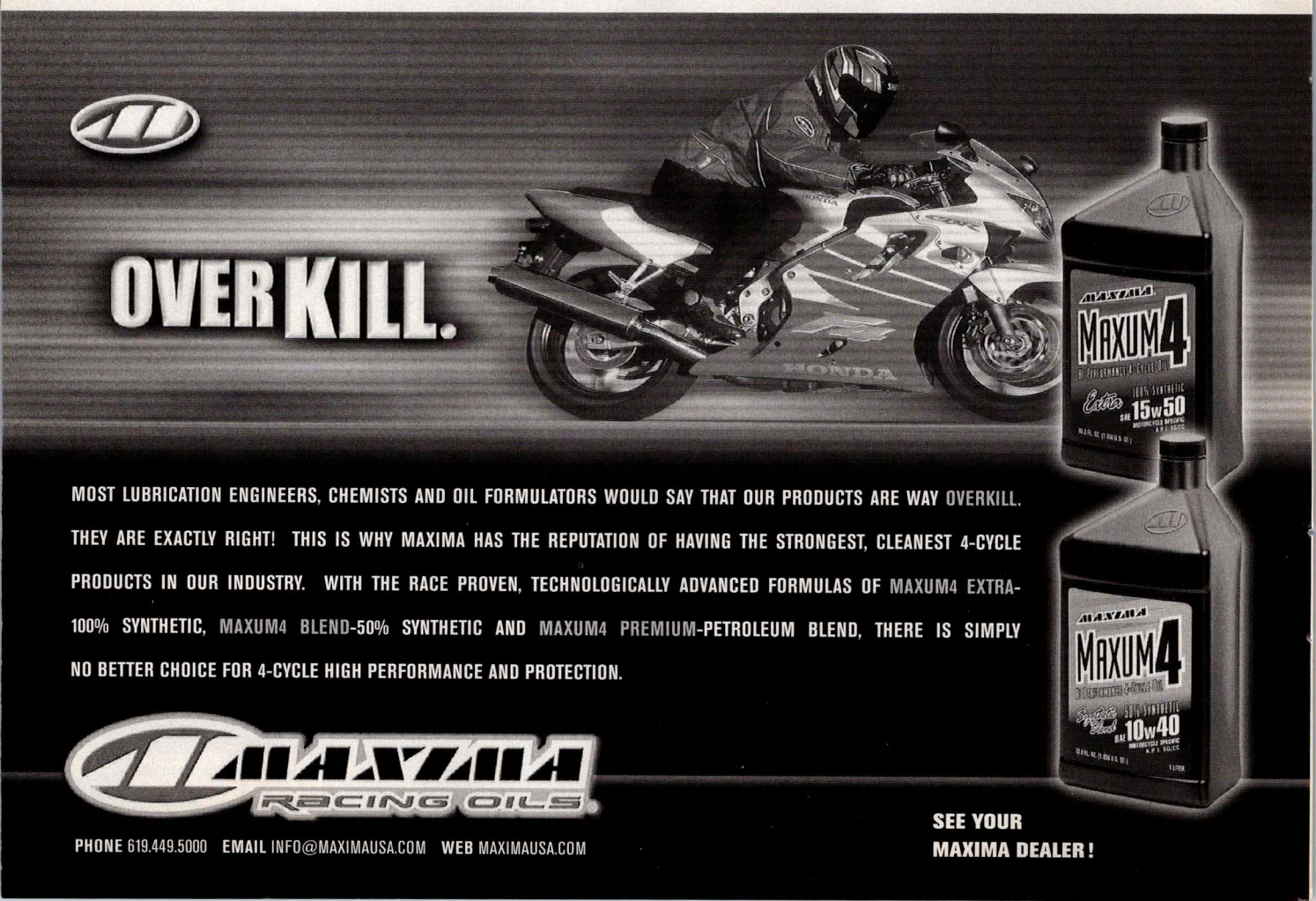
Tony Dilworth
Englewood, NJ

Your bright-light flashing advice in March's Street Savvy column is contrary to what I was taught in my MSF course. The instructor told us specifically *not* to do high-/low-beam flashes in that classic left-turn situation because the driver of the car may interpret that as a signal for him to go ahead and make his turn, and that you are yielding to him. If your light flashing was simply intended to get the driver's attention and ensure that he saw you, you may unwittingly cause the very accident you were attempting to avoid.

I must admit, the light flash trick seems logical, and I've been tempted to use it myself on occasions, but remembering the wise words of my MSF instructor, I always resist. Anecdotally, I have never come close to hitting a car making a left turn in front of me. I guess the best thing to do in the situation is still to play it defensively—slow down, figure the car driver won't see you and will make the knuckle-head move, and be prepared if they do.

John "Zip" Zippe
Newark, DE

Street Savvy for March 2001 suggests that flashing the bike's high beam is a good method to let oncoming left-turners know you're there. I respectfully disagree. Drivers don't consistently interpret headlight flashes in this manner; they frequently conclude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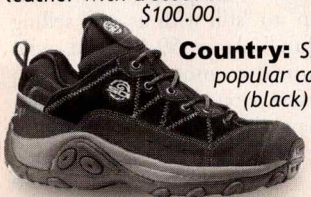

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backfires

that the motorcycle rider is saying, "You go ahead. I see you." That is to me an unacceptable risk. Slowing down, preparing to slow [even more] by covering the front brake, and not flashing your lights would have been better advice.

David Brick
Via e-mail

I was reading your Street Savvy piece in the March 2001 issue ("Lighten Up") when I decided to get heavy and write you. While I agree that high-beam use can improve your chances of being seen, I find a couple of your recommendations somewhat controversial: "Retribution" by high beams, while tempting (which I admit succumbing to from time to time), isn't a great idea. It frequently leads to "escalation," with the blood flow of both parties being redirected from the brain, to the testes, and occasionally, to the surface of the tarmac. It's better to avoid "blitzkrieg"—just take a few deep breaths, drop back to normal spacing and look for a safe place to get by.

High-/low-beam flashes are frequently used in traffic to indicate, "It's OK. Go ahead of me." That left-turning car or impatient driveway exiter, could very well mistake a rider's plea for attention for, "Oh look, Martha...that nice motorcyclist is letting us go!"—with unintended results. While a lightning flash can jolt the inattentive, the thunderclap that follows might be quite painful.

Seth Nathanson
Via e-mail

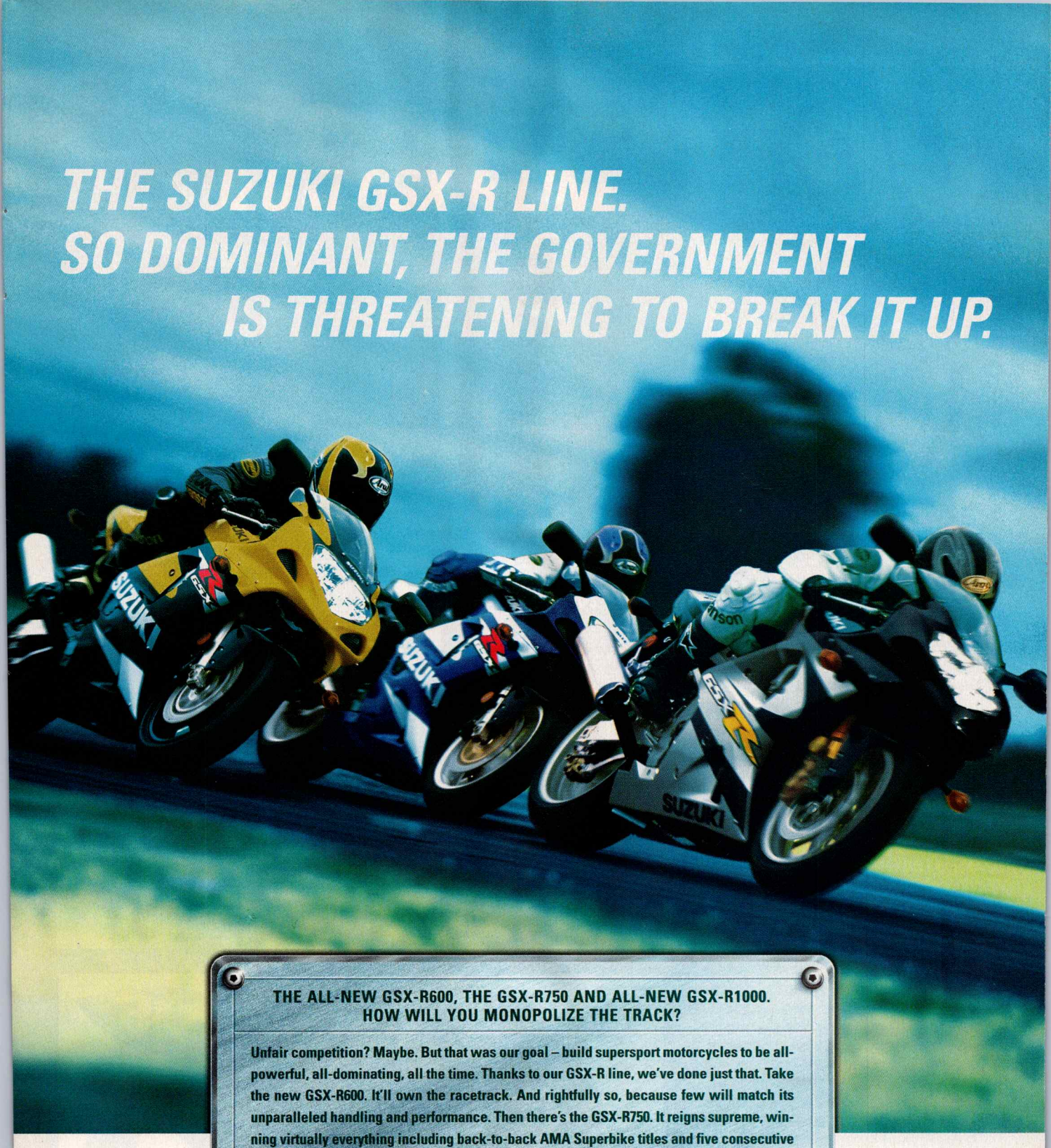
We're well aware of the arguments here, as well as the MSF's recommendations against high/low flashes to get a possibly inattentive motorist's attention. But many of our hugely experienced street-riding staffers still do it, primarily because it works, especially when combined with Mr. Brick's advice about preparing to slow by covering the front brake (which many of us do constantly). We wonder: Not *flashing leaves the door open for a left-turner to turn anyway, so why not fully prepare for that eventuality while still letting the bonehead know you're out there? If he mistakenly takes your flash as a go-ahead, you'll be ready.—Ed.*

"THE LIST" LIKES, DISLIKES

I want to thank you for changing the verdict in The List for the Honda CB750 Nighthawk from "competent, bland, not exactly cheap" to "still with us, still selling well, still fun." As a 59-year-old who recently returned to motorcycling after a 23-year absence, I purchased a new 2000-spec Nighthawk last May and have found that it more than meets my needs. I ride

continued on page 103

THE SUZUKI GSX-R LINE. SO DOMINANT, THE GOVERNMENT IS THREATENING TO BREAK IT UP.



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Up to Speed

JAPAN: Don Helle **EUROPE:** Alan Cathcart and Roland Brown **MIDWEST DESK:** Darwin Holmstrom

Honda's RC211V V-5 GP Engine

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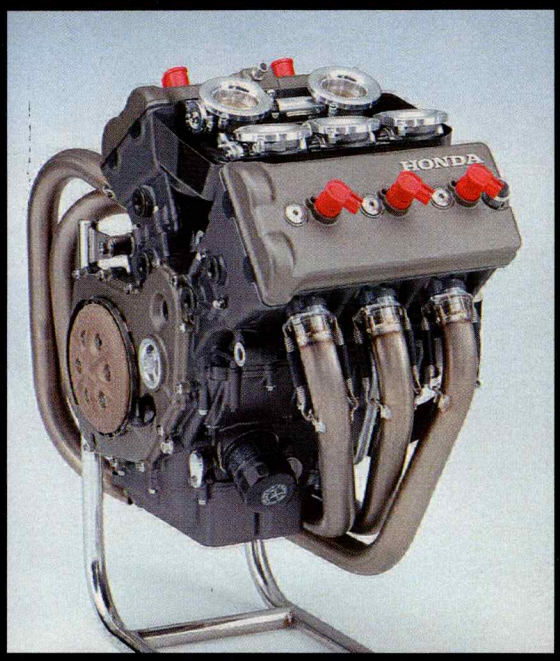
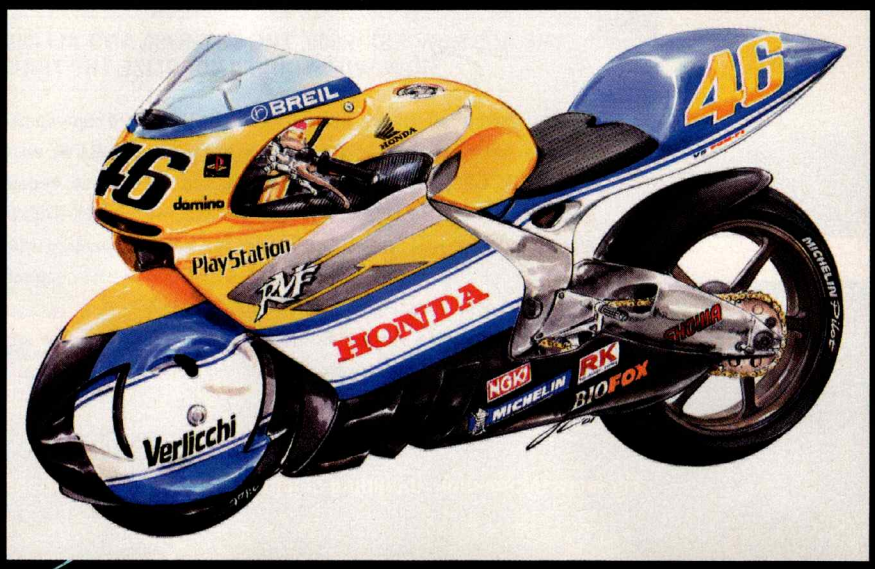


ISN'T IT SURPRISING—SHOCKING, EVEN—HOW FAST HONDA WAS ABLE TO come up with an engine following the FIM's decision to allow four-strokes into GP racing beginning in 2002? Wait?! You don't think Honda already had an engine in mind when its representatives attended all those FIM meetings as the 800-pound manufacturing gorilla, do you? Would they do that?

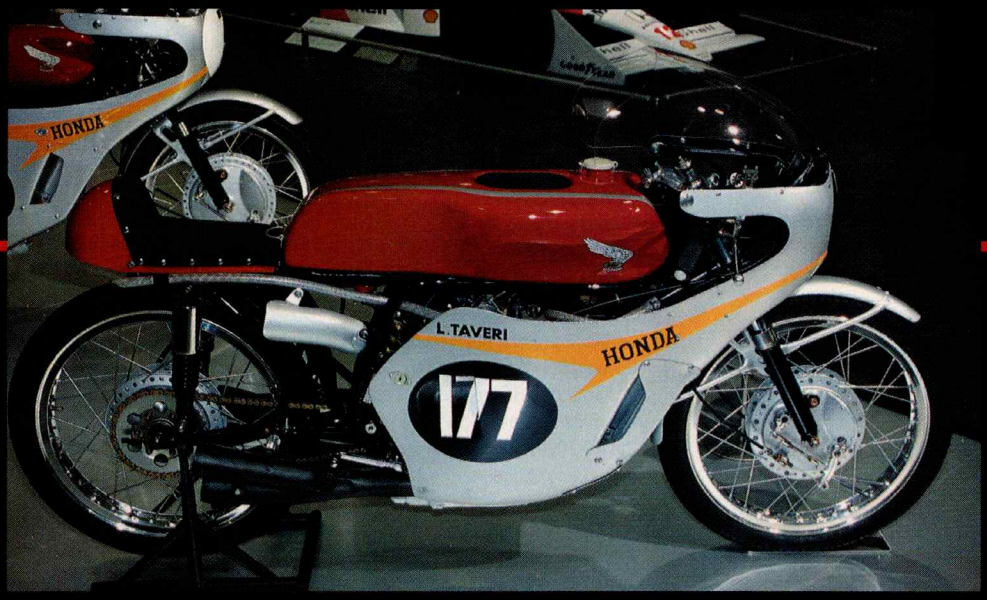
Honda unveiled its first four-stroke motorcycle GP engine in 20 years on January 29. Its RC211V designation marks it as Honda's first four-stroke racing engine of the 21st century. The new engine, actual displacement unknown but less than the FIM's 990cc four-stroke maximum, is of V-five configuration: one bank of three cylinders facing forward, and another bank of two to the rear, opposed at what looks like 90 degrees. That configuration, Honda says, best satisfies the two design requirements it has historically pursued: concentration of mass and "reduction of projected areas," which might mean shoving a smaller thing through the air is easier than shoving a bigger thing. There are likely three rod journals—the two outer ones carrying a pair of pistons in normal V-engine style, with the center piston getting its own journal.

Given Honda's involvement in Formula 1 auto racing—which banned the two-stroke years ago—the bike engine is a natural. Current F1 rules specify no more than 10 cylinders and no more than three liters of displacement. Such engines are said to produce approximately 800 horsepower at around 18,000 rpm, using things such as pneumatic valves. While Honda says for now only that the bike uses round pistons and four valves per cylinder, the front head appears to be shorter than a normal valve-spring-equipped one. Why not oval pistons? Probably because an oval-piston engine would have to weigh more. Honda likes to be smack on the

Ontario Moto-Tech's Kaz Yoshima conjectures that if Honda uses valve springs, the V-five might measure something like 78 x 41mm and rev to 15,500 rpm. If Honda goes for pneumatic valve-actuation, we could be looking at something as oversquare as 82 x 37mm—a four-stroke capable of nearly 18,000 rpm and 250 horsepower. Rossi's RC might well look something like this.



JOHN KEOGH



ROLAND BROWN

The last time Honda fielded a five-cylinder Grand Prix racebike was way back in the mid-1960s, toward the end of the company's first period of Grand Prix glory. Swiss star Luigi Taveri rode this brilliant RC149 to the 125cc title in '66 (the year Honda won a record 29 GPs). Basically two and a half 50cc twins bolted together, the bike produced 34 horsepower at 20,500 rpm.

weight minimum, which for four- and five-cylinder bikes is 320 pounds. The minimum for six-cylinder bikes is 341 pounds, which would be a bigger test for man and tire.

As to horsepower, if Honda's getting 250–267 per liter from its F1 engines, there's nothing stopping it from doing the same with this V-five, and in fact maybe doing a bit better: With half the cylinders, there's half the internal friction, a big deal when you're talking 18,000 rpm. Pneumatic valve return, too, cuts internal friction considerably. We're told it doesn't take all that much pressure to return valve to seat, and problems with valve-spring resonance and breakage are relegated to the past, also.

Honda says it will use its programmed fuel injection on the engine, which means all manner of sly, tire-saving, traction-control systems are within reach, though for now still illegal. From all we can gather, this RC211V thing won't be much bigger or heavier than the current NSR V-four two-stroke that powers little Valentino Rossi's bike, and won't look that much different—save the possibility of new rules allowing brave new streamlining reminiscent of the dustbin days. Anyway, though your eyes might have a hard time picking the RC out of the crowd, your ears will let you know in a heartbeat. So far, only Honda and MuZ have declared their intentions to race four-strokes in 2002.

—John Burns

Triumph's New Daytona!

TRIUMPH'S NEW DAYTONA MADE its world debut at the Indianapolis Dealer Expo on February 17, followed by a U.K. launch at the London Motorcycle Show on February 22. It's slated to go into production in April.

When it entered production four years ago as the British marque's fuel-injected sports triple, the Triumph 955i Daytona marked John Bloor's born-again company as a serious player. But though Triumph has progressively updated the bike since then, it's now fallen off the pace against the likes of the CBR929RR and YZF-R1, not to mention the new GSX-R1000.

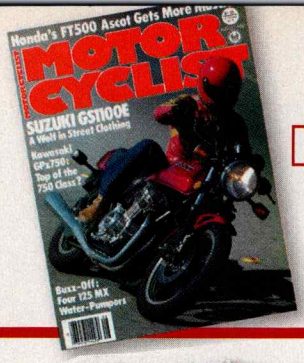
After intensive development, the new Daytona is understood to produce 145 horsepower at the crank, a 17-hp hike relative to the current 128-hp model. It's also significantly lighter, posting a claimed dry weight of 409 pounds vs. the old bike's claimed dry weight of 436 pounds.

NIGEL KINRADE

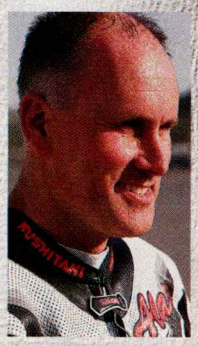
Radical new styling will deliver a narrower and more aerodynamic profile that will, together with the extra power, reportedly increase top speed to close to 180 mph. Although it uses the same alloy frame as before, the new Daytona will have a lighter and shorter twin-sided swingarm, replacing the single-sided unit used now as well as detail improvements including a new six-speed gearbox fitted to the same base engine used in the later Sprint models.

Triumph hopes this will be enough to allow the company's flagship model (of which 17,000 bikes have been built to date, making it one of the British firm's most successful products) to compete effectively once again for the sportbike customer's dollar.

—Alan Cathcart


Honda's FT500 Ascot Gets More
MOTORCYCLIST
SUZUKI GS1100E
A Wolf in Street Clothing
Kawasaki GPz750: Top of the 750 Class?
Buzz-Off: Four 125 MX Water-Pumpers

TIME WARP **THESE DAYS WE'RE GETTING ALL HOT AND BOTHERED ABOUT NEWFANGLED NAKED BIKES, BUT BACK in August of 1982, hell, they were *all* naked! On the cover was the evergreen Suzuki GS1100E, a tautly styled torque monster with whopping 37mm fork legs, tiny brakes and a $3999 price tag. (That was $400 less than the fuel-injected GPz1100 but $500 more than the CB900F.) Kawasaki had slapped red paint on the old KZ750 and called it a GPz that year, too. A project Honda Ascot was apparently too wickedly tweaked to be put on the dyno, but managed to turn a 13.6 at the strip. Thumpers the next big thing? Sure....**



Euro Notes

by Alan Cathcart

An important merger is about to take place between two market leaders that will transform a key sector of the European two-wheeler market. Italy's Piaggio (manufacturer of Vespa scooters and owner of the historic Gilera and Bianchi motorcycle marques) will soon acquire Spain's National Motor, the Barcelona-based manufacturer of Derbi scooters and small-capacity motorcycles—and owner of the rights to manufacture commercial two-wheeled products bearing the Bultaco name. Valued at $72 million, the deal will see Piaggio obtain 100 percent of Derbi stock, in return for which the existing Derbi ownership will net a minority 5 percent shareholding in the expanded Piaggio group.

The globalization of the powered two-wheel (PTW) market, and the need to generate economies of scale to reduce costs are the main reasons behind Derbi's decision to sell out, though another factor is believed to have been the Spanish company's inability to meet the costs of developing a much-needed new generation of engines, as well as to expand its motorcycle range upward in capacity beyond its present 125cc ceiling. The increased emphasis in Europe on larger-capacity products—both scooters and motorcycles—has left the product lineup of a company based traditionally on smaller-engined products looking exposed.

Derbi's GPR-75R

As part of the successful Piaggio turnaround plan, Piaggio management has approached MV Agusta boss Claudio Castiglioni with a view to buying a slice of the world's most historic motorcycle marque. The fact that the Cagiva part of the MV Agusta corporate equation is largely powered by Suzuki engines—just as Piaggio's existing motorcycle marque, Gilera, soon will be—makes any potential merger all the more attractive.

For Piaggio, the advantages of a marriage with MV Agusta are that in one swoop the company's model range would be expanded upward to include everything from 50cc scooters to fuel-injected 1000cc V-twins and 750cc inline-fours (and soon to be joined by a 970cc four-cylinder sportbike range!). The addition of Husqvarna would mean that Piaggio's present lack of an off-road marque would be addressed, while the well-priced Cagiva models would deliver a volume-production range linking well with Piaggio's current scooter lineup. At the top end of the market, linking MV Agusta (which has no 600 Supersport model, even under development) with Gilera (which does) would deliver great prestige as well as serious sportbike credentials to a company that is, at present, only recognized for its high-volume, low-cost products. And it would provide Piaggio with a potent response to the growing threat posed by Aprilia, whose recent takeover of Moto Guzzi and Laverda, allied with its massive penetration of Piaggio's key scooter market and successful launch of the RSV1000 Mille large-capacity V-twin range, has achieved the global-brand positioning and full-range model lineup that has turned it into Piaggio's number one European rival.

From MV Agusta owner Claudio Castiglioni's viewpoint, the advantages of a deal with Piaggio that would allow MGPE to take a minority holding in his company (the most likely initial step) would be numerous. First, it would allow him to focus more on what he personally excels at, which is working with designers like Tamburini and Galluzzi to create exciting new products and bring them to market, while at the same time taking a back seat in corporate governance and the day-to-day running of the company—not his forte. Second, a partial merger would not only unlock some of the built-in value of MV Agusta, but also provide a source of the needed capital to continue its comeback expansion and to begin making inroads into the backordered waiting lists for all its products, as well as to fuel ongoing development of new models and engines. Third, it would provide access to Piaggio's extensive R&D facilities, alongside the unparalleled design capability of CRC, represented by Tamburini and Galluzzi. And finally, it would assure the long-term health of the MV Agusta marque, a fact that would disappoint the several corporate vultures that have circled the company's Varese base ever since Castiglioni sold Ducati to TPG and, soon after, announced the revival of the prestigious MV marque with the acclaimed Tamburini-designed F4. The fact that TPG is a 10 percent owner of Piaggio will not affect discussions; MGPE executives charged with managing the company and handling negotiations with MV are primarily Italian and British, so the Americans Castiglioni crossed swords with half a decade ago are in the back seat, as minority partners.

MV Agusta F4S

KEVIN WING

"It's true we're talking with Piaggio," confirms Castiglioni, "but while we're discussing the possibility of combining operations in some way, nothing has yet been decided, and this is only one of the strategic options we are investigating. It's not true to say that we need Piaggio on board to be able to make the necessary investments to safeguard our company's future; these have already been made from our own resources, so that we now have a brand-new manufacturing operation building a range of motorcycles of unrivaled appeal. But MV Agusta would benefit, it's true, from the reduced costs and consolidated purchasing power a joint venture with Piaggio would provide, as well as the opportunity to make a greater impact on the market through a combined range. Our two companies have good synergy, because, since our decision at MV Agusta two years ago to focus on larger-capacity products, we have practically no conflict in product terms with Piaggio. But I emphasize that this course is only one possible option we're considering, and within the next two months I expect to make a decision which to choose."

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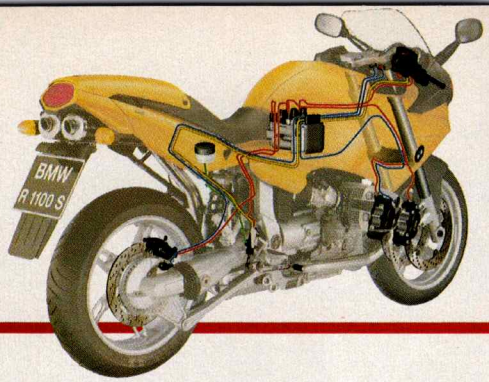

DAS ABS BMW HAS THIS ANTILOCK-BRAKE THING GOING. ITS SECOND-GENERATION ABS is available on every model on the books. Now there's the third generation, called Integral ABS, to be standard on the 2001 K1200LT, K1200RS and R1150RT, and optional on the R1100S and R1150R. This system combines linked brakes—on most models, grabbing the lever or stamping on the pedal exerts braking forces at front *and* rear wheels—and ABS. (For the K1200RS, R1100S and R1150R, the pedal operates only the rear brake.) In addition, the new system actively apportions force fore and aft and operates revised brake calipers that are said to be 20 percent more powerful.

Better Beemers

BMW tweaks its sport-touring mounts

PERHAPS ONE OF THE WORST-KEPT secrets in motorcycling was that BMW intended to update the popular R1100RT (introduced for the 1996 model year) to the more current specification of the R1150GS and R1150R. That means a bore increase and subsequent displacement jump from 1085cc to 1130cc, a bump in compression ratio to 11.3:1, and the addition of a new six-speed transmission. BMW claims a five-horsepower boost. As with the R1150GS, the RT's Getrag gearbox has an overdrive top cog; the clutch is now hydraulically operated. Lighter cast wheels (now a 17-inch rear) are slowed by new-generation brake components that are in turn controlled by BMW's new Integral ABS. (See above for details.) Otherwise, the RT receives a minor freshening—a new headlamp and a refined seat.

Big news for the 2001 K1200RS is the addition of a sporting version of BMW's Integral ABS and a reworked fairing. The ABS uses a partially integrated braking system—the hand lever works front and rear brakes but the pedal actuates only the back binder—to, as BMW says, mesh with the RS's more sporting character. So that sport and comfort can be mixed, BMW has increased the size of the K12's fairing and windscreen. (The two-position screen itself is some 20 percent larger.) What's more, the previously optional, taller "comfort bar" is now standard while the old low bar is an option. Both sets of footpegs are lower than before. A wider rear tire (180/55ZR17) is optional, as is cruise control.

K1200RS

R1150RT

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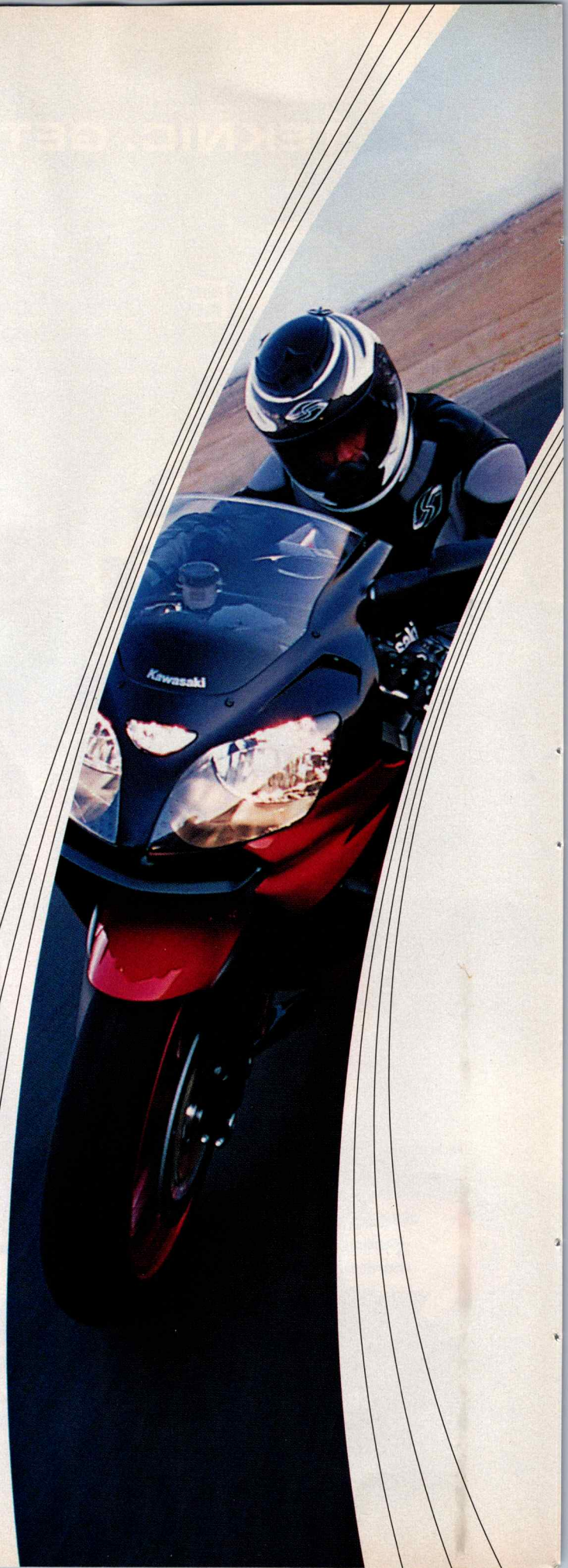

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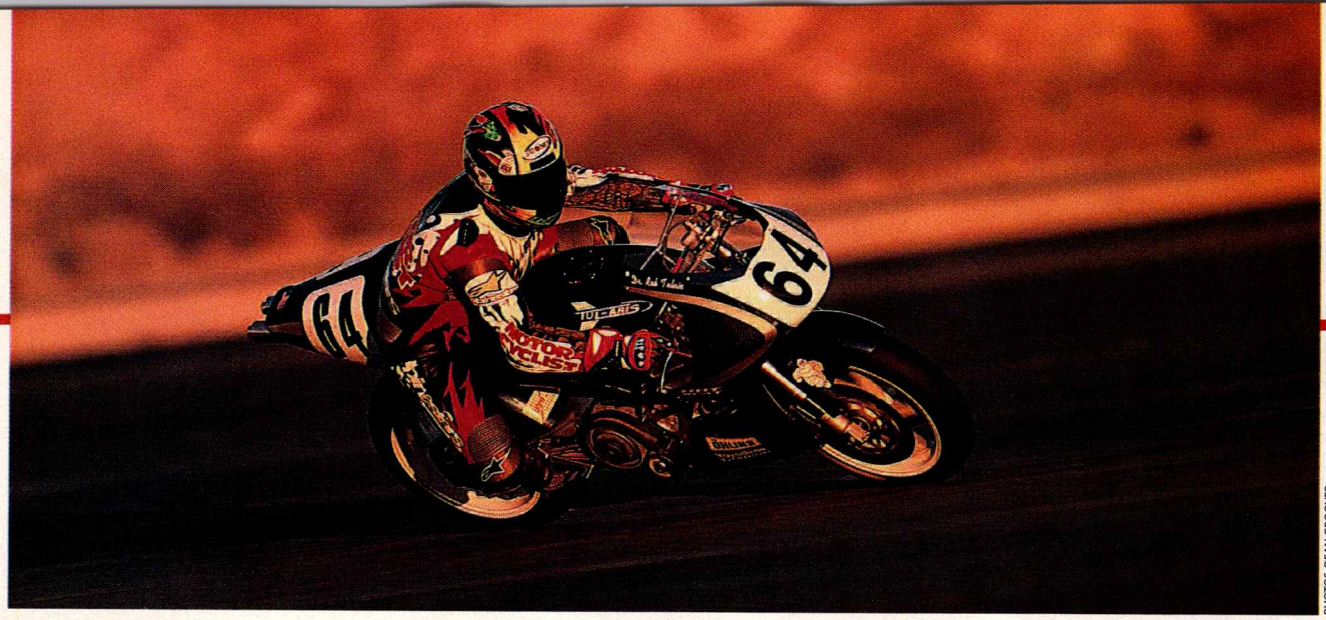


PHOTOS: DEAN GROOVER

Tularis 780

Rough sledding

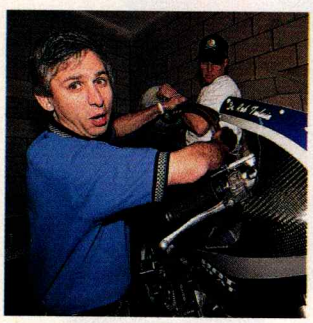
FIRST RIDE

A TULARIS IS A POLARIS SNOWmobile-engined motorcycle constructed by one Dr. Robin Tuluie, and as I burbled around Willow Springs' long Turn Two sweeper on a blustery day in January with its 140-horse, 780cc two-stroke just below the powerband, it was easy to remember there's only one. In its native habitat, ie. snow, and backed up by a planetary transmission, it must be a hoot when this engine makes the transition from off the pipe to on. On asphalt though, and feeding its power through a six-speed gearbox and a chilly Michelin slick, the impending step from no power to a shedload had me a little concerned.

Why don't we just wait for the straight to give it the berries, eh, until the tires warm up at least? I'm here to tell you that when this thing quits burbling and starts feeding, well, I haven't sampled this sort of acceleration since the MTT turbine cycle last year (June 2000 issue). Is it the 143.8 Dynojet horses at 8500 rpm? Or the 92.4 foot-pounds of torque at 8000 rpm? Whatever, those numbers give the 309-pound (wet) Tularis that special hand-of-God propulsion only tiny bikes can have. On the long straight, after Turn Six, I went ahead and let it rip—which really is the sound coming from the titanium expansion chambers. Dr. Rob has tucked six close-ratio gear pairs away behind the engine in his own carbon-fiber cassette carrier, with first good to around 90-ish. Kept between 6000 and 9000 rpm, it's hard to feed the remaining five to the Tularis fast enough.

It's also not that easy to hang on, because the fly in the ointment is sizzling handlebar vibration. You could go really fast on this bike after a few laps, if only you could feel your hands after the first half of one. Not to worry, says Dr. Rob. This was only a very early shakedown cruise, and because what the doctor does is design and test race car and rocketship components, etc., he says the bike's vibiness will be easily curable with a little testing. (He also thinks we're weenies; the Tularis doesn't vibrate as bad as the Norton the Doctor put on the podium in the Battle of the Twins event at Willow in 1991—the last time a Norton finished in the top three at an AMA event.)

Other than that, this bike is a dream to ride: Not just light, all its heaviest components seem to be tucked right under the rider's torso, with a really long swingarm that greatly aids putting all that power to ground. Overall, it's a remarkable example of what can be accomplished by really brainy people without cable TV over a couple of long Minnesota winters. Coming soon to a WERA Formula USA event near you, with Suzuki Cup champ Mike Ciccotto in the saddle. —*J.B.*



Dr. Rob Tuluie (above) is more of a happy scientist than a mad one, but don't be fooled by ze accent. He sketched up the Tularis during hotel-bound nights while traveling on business. He and his pals at MTS, where they're into things like "nanoindentation" and "tempo-sonics," built the thing for fun. Mike Ciccotto, to Dr. Rob's left (at right), will campaign the little screamer in Formula USA events.

TEAR-OFFS

■ A **kid with a brain tumor** in 1984 had a life expectancy of five months. Today, largely thanks to research funded by the Ride For Kids, that same kid has a life expectancy of more than three years.

But since improvements like that are no substitute for a cure, the Pediatric Brain Tumor Foundation of the United States (PBTFUS) is stepping up its fight against one of childhood's most malevolent enemies. After an exhaustive peer review by the best oncological minds in America, PBTFUS will fund a $1.25 million study by Dr. Darell Bigner of Duke University Medical Center that promises less invasive treatment of the most common childhood brain tumor (medullablastoma) that leaves kids in better health afterward.

Ride For Kids has been a vital source of funding for this kind of research. Last year, 12,000 motorcyclists raised more than $2.4 million at 18 events across the country. The 20-event 2001 calendar is already underway, so to find out how to make a real difference and meet some kids you'll never forget, surf over to Ride4Kids.org on the Web, or contact the Pediatric Brain Tumor Foundation of the U.S. at its new Asheville, North Carolina location: 302 Ridgefield Court, Asheville, NC 28806; (828) 665-6891, (800) 253-6530; fax (828) 665-6894; www.pbtfus.org.

■ Recent reports in the *Minneapolis Star Tribune* say that **the odds of Excelsior-Henderson returning to glory are slim at best.** The company's new investors have provided no indication that production will resume and, according to the paper, "[the company] is demanding cash on delivery for one of its key remaining assets—the dwindling supply of spare parts for its bikes." What's more, the paper reports that "there has been no apparent activity toward restarting production." The company has paid $4 million toward creditors named in the Chapter 11 proceedings while the state of Minnesota has pushed back repayment of a $7.14-million loan to 2002. Deep, cold water this is.

■ To settle an argument, or start a few. Who, according to esteemed U.K.-based racing tome *Motocourse*, is **the best 500cc Grand Prix rider of the past 25 years?** We'll give you a hint: He's won 54 times in 137 500 GP starts and five straight World Championships for a certain Japanese factory over 11 years of racing. If you don't know, proceed directly to the latest 25th annual edition of *Motocourse* to discover its pick of Mick Doohan as top dog of the last quarter century. With all precincts reporting, Ed Lawson came in second, King Kenny

Big News For Bikers ...

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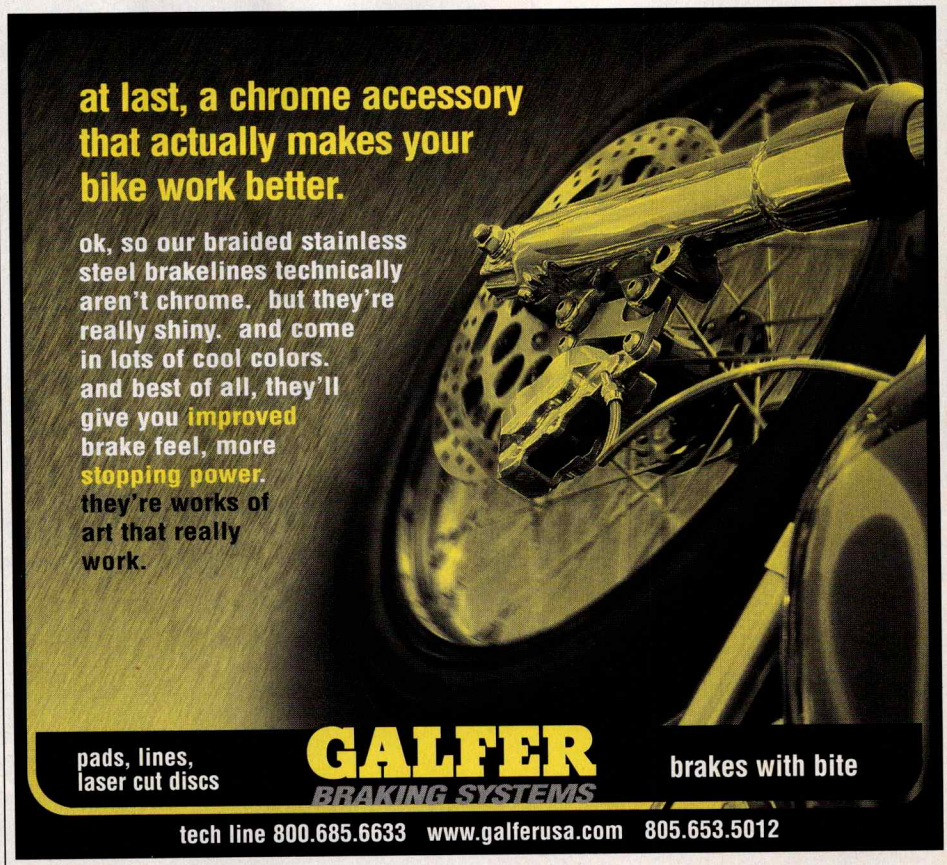
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TEAR-OFFS

Roberts was third and Max Biaggi fourth. We demand a recount.

■ A disappointing 2000 AMA Superbike season ended with works Harley-Davidson VR1000s finishing 11th and 17th, respectively, under Pascal Picotte and Scott Russell, so **new Harley-Davidson Racing Director John Baker says 2001 is all about a bigger, stronger racing program** designed to generate results. "We've begun an aggressive effort we believe is necessary to move the program forward," says Baker. "The 2001 season will be a rebuilding year." Harley has endured more frustration than success since the bike's promising 1994 debut season. Ex-Harley team rider Miguel DuHamel put the VR on the front row at Mid-Ohio and led the Brainerd National in '94. More recently, Pascal Picotte came in fourth at Pikes Peak and ran third in the '98 Daytona 200 before being sidelined by a botched pit stop. Perennial team manager and former Roush Racing engineer, Steve Sheibe, originally hired to command the VR effort, left the motor company late in '99. Harley Superbike team riders Picotte and Mike Smith will debut at Daytona this March on reworked VR1000s developed through a new alliance between Harley-Davidson R&D, Buell, Cosworth, Ford Racing and Gemini Technology Systems.

■ But wait, there's more: By 2002, 1000cc four-strokes will be eligible to race against 500cc two-strokes in GPs, and we hear that **Harley-Davidson is dead serious about joining** this group. It's unclear if this will be a Harley or something badged as a Buell.

■ To tour or not to tour? We're told that the hugely positive response to **Yamaha's new Euro-only FJR1300 sport-tourer** has been heard stateside. Although we don't expect to see the FJR even for the 2002 model year, we understand that Yamaha is taking a wait-and-see attitude and watching the sales of the upcoming Aprilia Futura closely. Rumors are also flying that Kawasaki will launch a new sport-tourer to replace the aging (we didn't revert to form and call it ancient, see?) Concours, using a beefed-up version of the new ZRX1200R's engine—not the mill from the ZX-12R.

■ Speaking of Yamaha, we also hear that a possible V-twin **successor to the mighty V-Max** is in the works, featuring four-valve heads and an as-yet-undisclosed displacement. With Honda's 1800cc VTX coming soon, expect it to be big.

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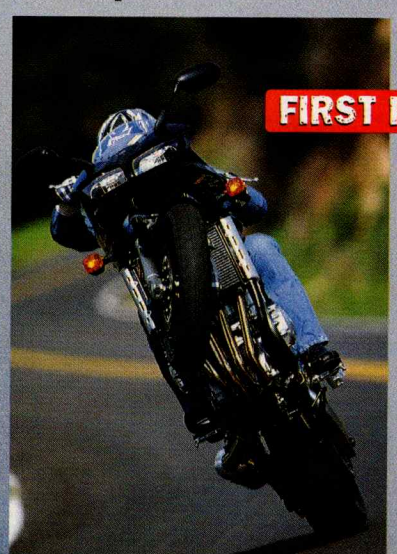
Yamaha FZ1

Spaining the globe to ride Yamaha's zippy new naked bike

By John Burns. Photos By Kevin Wing

naked 2001 bikes

IN YET ANOTHER DISPLAY OF MAGNANIMITY AND THE necessity to be a player in the growing naked street-stomper market, Yamaha flew the world motopress to southern Spain in February to sample its new "R1 for the real world," the much-anticipated FZ1. By the end of the weekend orgy of fine food and drink, over-the-top accommodations, and enough rubber smoke to mask the movements of several aircraft-carrier armadas, Yamaha's PR machine had us nodding in agreement: Yes, the FZ1 really is an R1 for the masses, particularly those masses that have never sampled an R1.



While it's an extremely nice motorcycle, the FZ1 is no R1, and, in fact, while tearing around Spain I had more FJ1200 déjà vu moments than I did R1 ones, not at all a bad thing. The old FJ was one of Yamaha's greatest sportbike hits. With its upright ergonomics, reasonably deep-dish saddle, softish suspension and malicious midrange-intense motor, the FZ1 felt to me in many ways eerily similar to the old FJ.

To make it fit in its new tubular-steel cradle frame, Yamaha replaced the R1's 40mm downdraft carburetors with 37mm Mikuni side-draft units (which required a

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vanson
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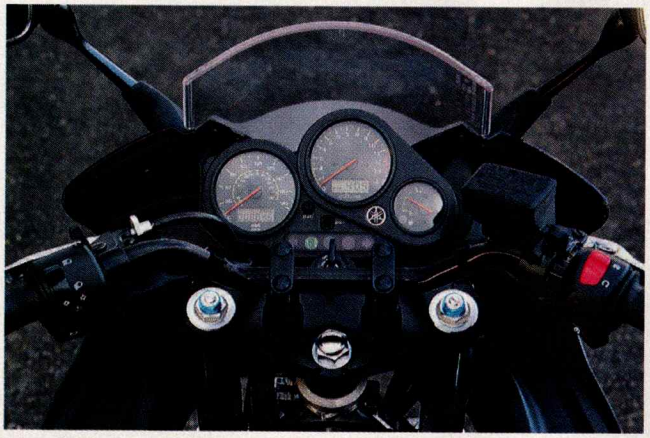
completely new cylinder head), lowered compression from 11.8:1 to 11.4:1, changed cam timing barely at all, added 650 grams to the bike's crankshaft for smoother power delivery, and called it a day. On paper, those changes produce a claimed 141 crankshaft horsepower at 9500 rpm, instead of the R1's claimed 148 hp, and 78 foot-pounds of torque at 7500 rpm, instead of the R1's 82 foot-pounds at 8250 rpm. But on the road the FZ doesn't pack near the wallop of the R1. For the explanation of that, look no further than the 78 pounds the bike gained in its transformation from $10,299 sportbike to $8499 street rod. Yamaha's claim of 431 pounds wet for the R1 almost agrees with our scale, so its claim of 509 pounds for the FZ should be pretty dang accurate.

With 998cc of displacement, the FZ doesn't quite pull from the bottom of its rev range like some of its 1200cc competitors. By 4000 rpm, it's waking up but doesn't begin to accelerate really hard until 6000 rpm. Keep it stirring between 6000 and 10,500 rpm, though, and the bike will definitely hold your attention. More a revver than a torquer, the FZ wants more gearbox stimulation than Suzuki's Bandit 1200, which is a fine thing as the FZ's longer-throw shifter (than the one on the R1) lets it swap gears smoother and easier, often without activating the bike's lower-effort new clutch. Above 10,000-ish rpm, you may as well go ahead and shift into the next gear. Over one long, flat stretch of Spain, my FZ

The FZ rider will be better equipped to prop himself up at the table afterward and swill sangria while recounting more moments of high drama....



Oooh, a handlebar.... This one puts the grips back where they're easy to grab, and rubber mounts transmit very little engine vibration. That master cylinder is ancient, but the brake lever span is adjustable.

The low windscreen seems to be nicely aero; it pokes a good-sized hole quietly. Twin reflector H4 headlights throw a broad, bright beam. Mirrors are wider-set than the R1's, and mostly clear.

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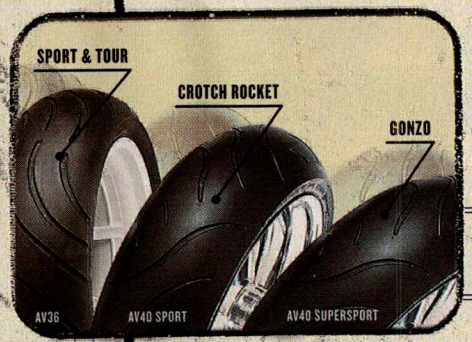

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110/70ZR17	140/80ZR17
120/60ZR17	150/70ZR17
120/70ZR17	160/60ZR17A
110/80ZR18	160/60ZR17B
	160/60ZR18
	160/70ZR17
	170/60ZR17A
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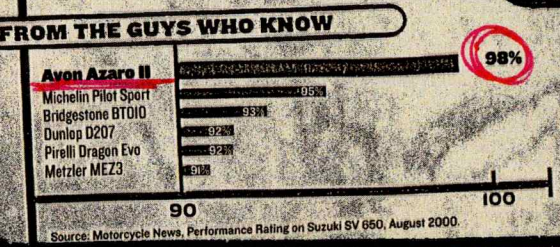

Source: Motorcycle News, Performance Rating on Suzuki SV 650, August 2000.

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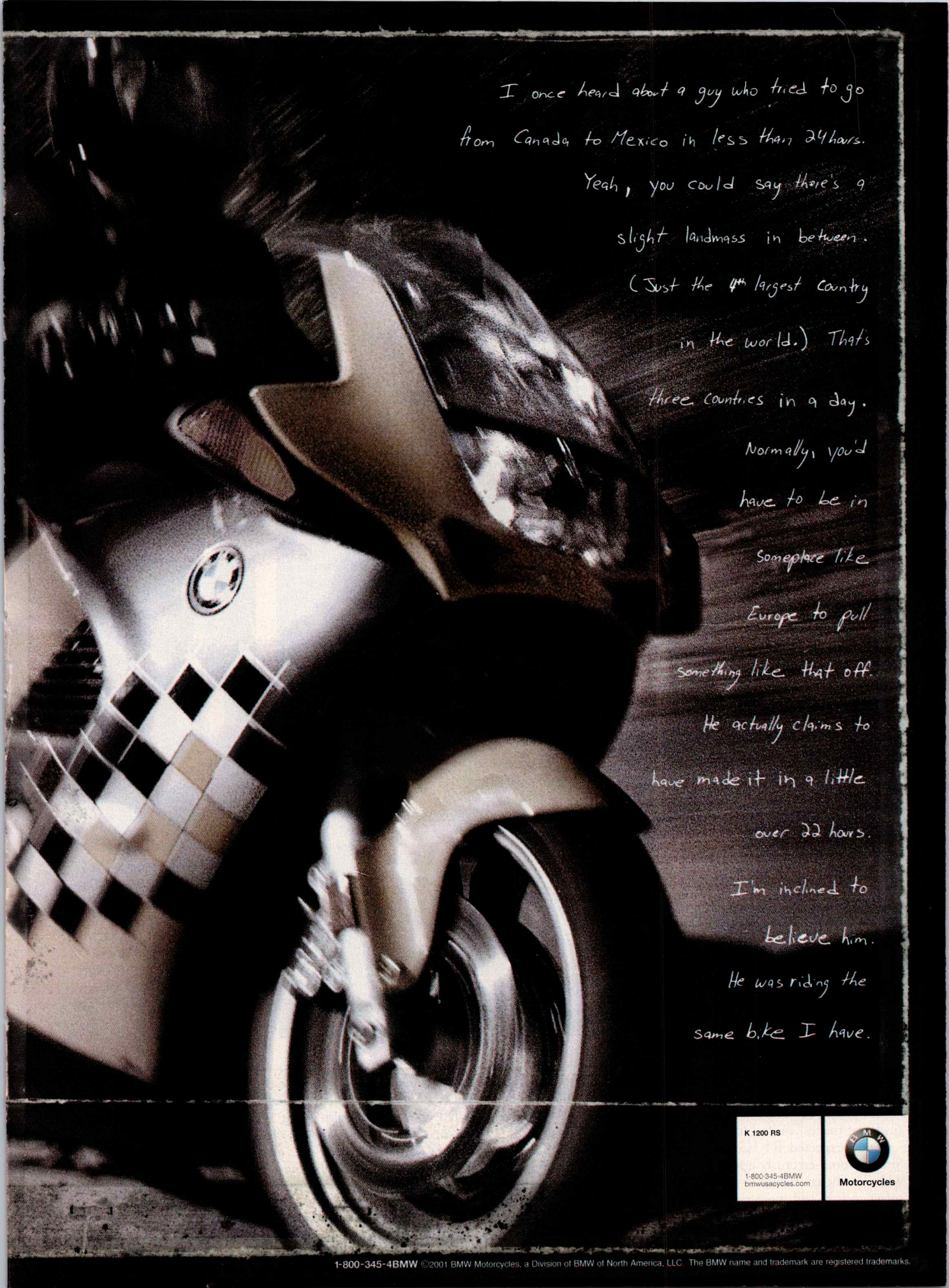
If only the passing lane had a passing lane.


I once heard about a guy who tried to go from Canada to Mexico in less than 24 hours. Yeah, you could say there's a slight landmass in between. (Just the 4th largest country in the world.) That's three countries in a day. Normally, you'd have to be in someplace like Europe to pull something like that off. He actually claims to have made it in a little over 22 hours. I'm inclined to believe him. He was riding the same bike I have.
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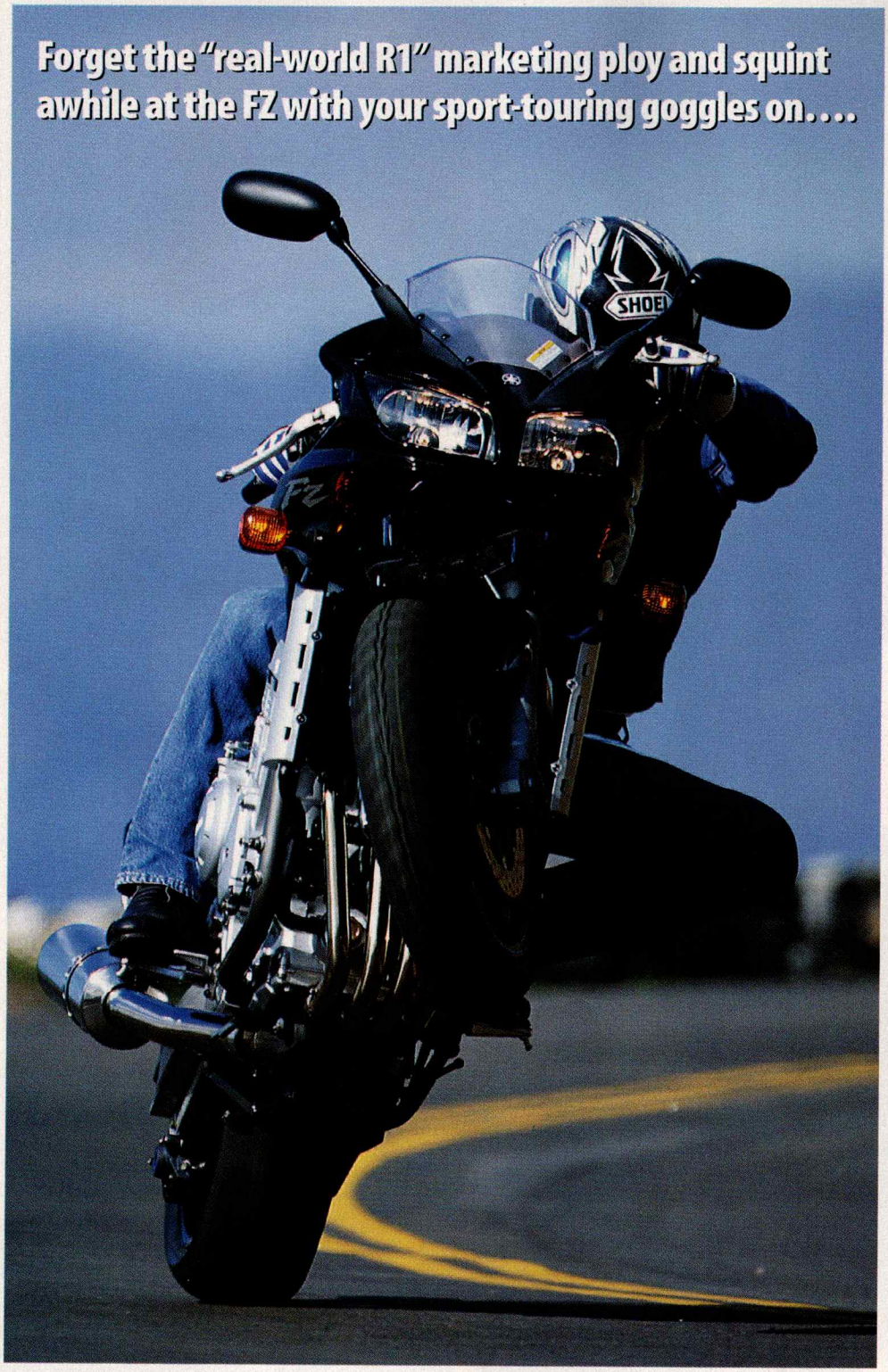
Forget the "real-world R1" marketing ploy and squint awhile at the FZ with your sport-touring goggles on....



Those steel main frame rails measure 48.6mm. Sticking the R1 motor in there required a completely new head. One new, rubberized engine mount ahead of the crankshaft ties into the downtubes. Header pipes are stainless, and feed into a less attractive EXUP collector before seguing back into a big stainless canister. The centerstand is standard equipment.

Cool blue monoblock calipers and 298mm discs are just like the R1's—really good. The front wheel is R1-spec, the rear's 5.5-inch instead of 6.0 for easier direction changes. Yamaha sees fit to equip the FZ with sport-touring tires—Bridgestone BT020s—which give fine street traction and higher mileage, if you're lucky.

pulled itself up to 10,200 rpm on the tachometer before reaching an impasse with the atmosphere—about 250 kilometers per hour according to its speedo, or 150 mph. Redline is at 11,500 rpm. Again, plenty of speed for "the real world," but not the sort of R1 stuff that makes you feel like you're headed for the next one.

If you expected R1 laser-beam handling, you shouldn't have. Sitting homo-erectusly upon the FZ's fairly cushy seat, the bike's wide handlebar makes it easy to throw around tight roads, but softer springs and more rearward weight bias mean you're getting back maybe 70 or 80 percent of the R1's road feel. There's also the matter of the engine sitting in the FZ's new steel tube frame (with one new rubberized mount in the front) as opposed to being a fully stressed component of the R1's chassis. Rake has been kicked out to 26 degrees, wheelbase is more than two inches longer, compared with the R1, with about a half inch more trail. Depending on the kind of riding you do, those changes matter a lot or not at all, but they *do* give the FZ an entirely different character than the R1—slower-reacting stability vs. quick and darty.

Suspension is all-way adjustable, with 43mm fork tubes in front and a cool piggyback-reservoir shock at the rear. With both ends stroking through more than five inches of travel, the FZ does a nice job of isolating its pilot from all sorts of nasties, and in

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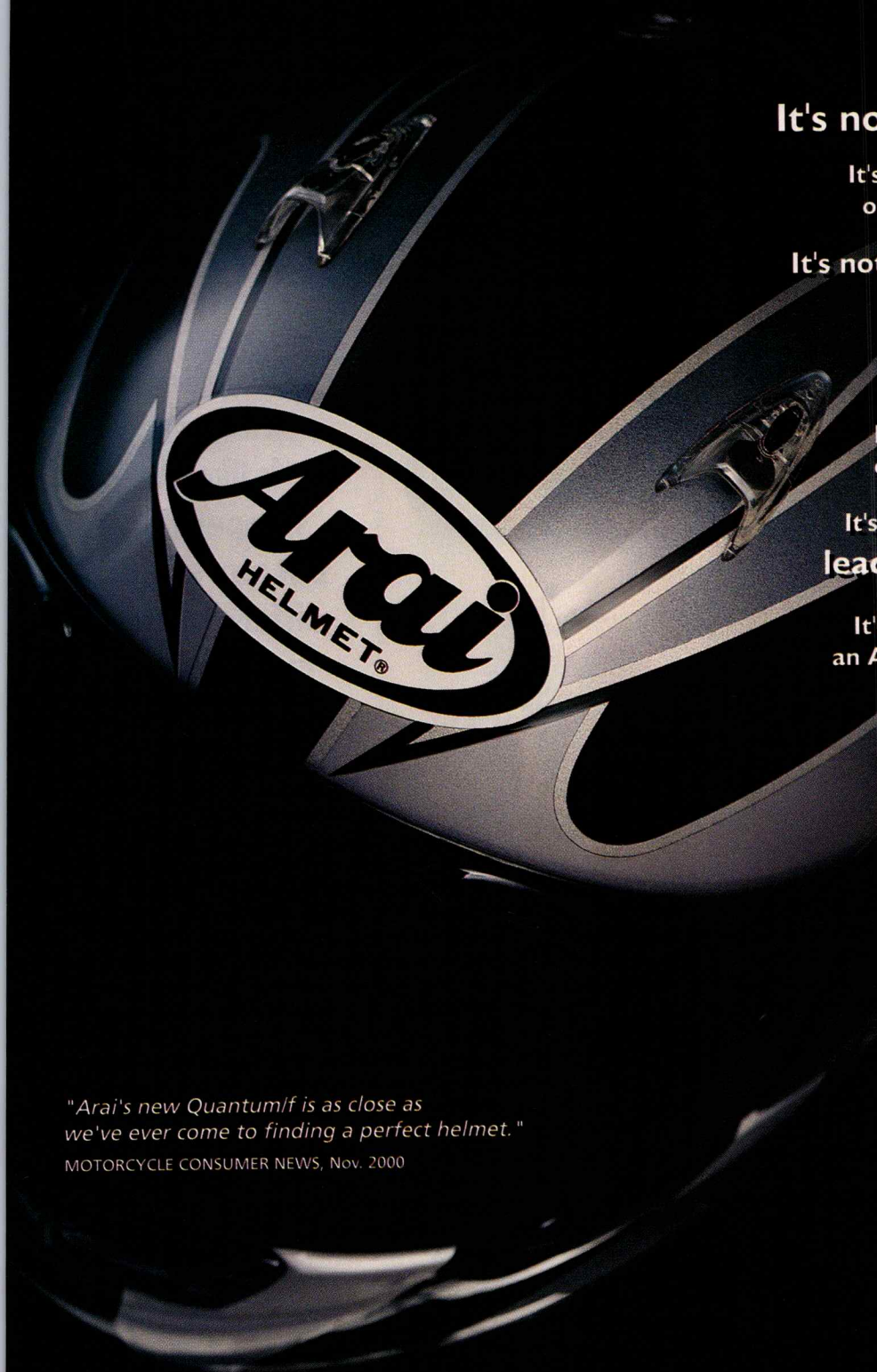

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MOTORCYCLE CONSUMER NEWS, Nov. 2000

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Nudist Colony

BUELL LIGHTNING X1, $10,695

Rough around the edges, maybe, but Buell's top-rank X1 is every quivering inch an American hot rod. You've got a heavily tweaked Sportster engine hanging down there, breathing through electronic fuel injection and ejecting through an underslung muffler, all more or less contained in a steel-tube chassis. We haven't sampled the latest and greatest of the X1 missiles but wild times and speeding tickets will certainly be part of the experience.

KAWASAKI ZRX1200R, $7899

Here's one we eagerly anticipate. The ZRX1100 isn't exactly slow, but Kawasaki decided to step up to the threat of naked warfare from the likes of the Ducati S4 and the FZ1 with a significant upgrade of the ZRX. Packing more cubes and a claimed 13 percent horsepower boost, the ZRX1200R should do well against the newcomer FZ1. Also new for 2001: reinforced swingarm, relocated shock mounts, stiffer fork springs and a catalyst in the exhaust system for newly certified California models.

SUZUKI BANDIT 1200, $6999

Take one of our favorite standards—the Bandit 1200S—and strip off the goggle-eyed fairing. Now you've got a seriously potent naked bike that promises to be lighter, faster and cheaper than the half-faired version. Save for stiffer suspension settings, the naked 1200 is identical to the S, meaning you'll have a bit more than 100 horsepower allied to a massively wide torque band to fuel your vehicular tomfoolery. With less weight up front, wheelies ought to be stone simple.

TRIUMPH SPEED TRIPLE, $10,499

Despite its comparatively small sales numbers, this may be the bike that called the most attention to the rakish naked/hooligan bike thing way back in the 1990s. Still using the second-generation triple, the S-3 covers all the bases: moderate riding position, distinctive styling and plenty of go. You may not like the bug-eye light treatment or the traditional searing hues, but, then again, you might. And once you've heard Triumph's distinctive inline-three through an aftermarket pipe, you may never go back to fours again.

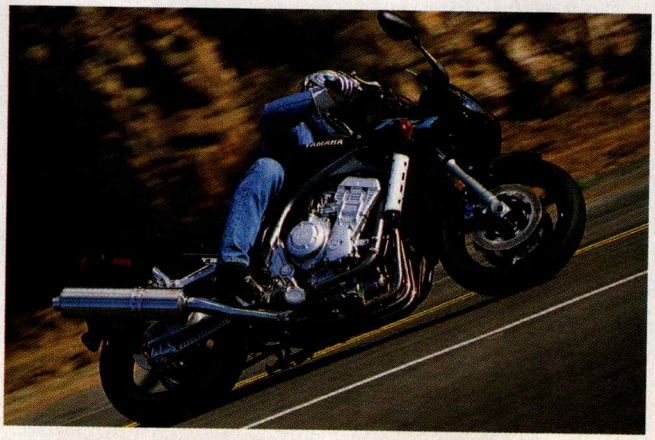
The U.S. motopress was too busy grinning to find much to complain about: FZ-style motorcycle roughhousing is just as stimulating as roosting upon the R1, but in a completely different and probably less rapid way. Making real time on the FZ requires a greater amount of finesse from the rider and gives maybe more gratification at the end of the day, while at the same time allowing her (note gratuitous sop to feminists) the option to slow down and smell the sheep dung, a thing that's really impossible with the R1 and most other serious sportbikes.

The Yamaha is like the competition, but also slightly different, more modern in the engine bay, more aggressive in nature....

As the speed of the road you're riding increases, of course, the FZ will grow proportionately smaller in the mirrors of any current liter bike and every 600 for that matter. Who cares? The FZ rider will be better equipped to prop himself up at the table afterward and swill sangria while recounting more moments of high drama: "There I was, slithering into a tight downhill right-hander when a herd of Andalusian

exchange, it's not quite as buttoned down as the R1 and its ilk. Dual-rate fork springs are stiffer than the R1's single-rate pieces, while the rear shock spring is softer than the R1's but working through a different linkage.

On standard settings, indelicate grappling of throttle and brakes can get the FZ porpoising around a bit, and when you start levering it into corners while squeezing the excellent R1 front brakes and going *eek, eek, eek* on the 267mm rear, it really can become a return to the days of superbike yore. Yanking open the slides on the throttle-position-sensor-equipped Mikuni carburetors at the corner exits, and inciting the bike's rear 180-section tire to join battle against its rear shock and the road, is even more dirty fun. Although it occasionally threatens to get overstimulated, the FZ never does (not with me on it anyway); not so much as a single slap of the handlebar, in fact, and there's no steering damper either. The same can't always be said of brother R1.



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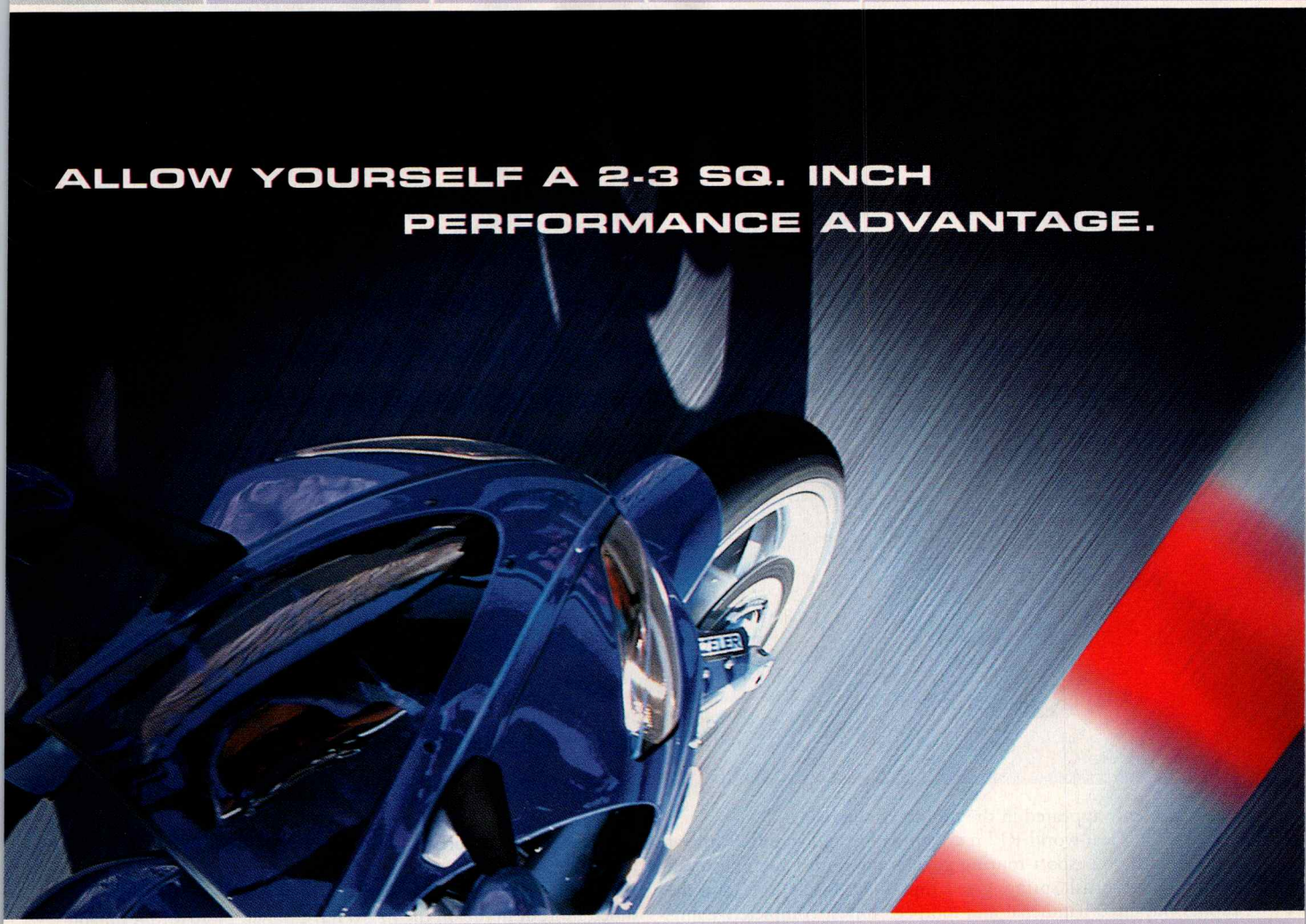

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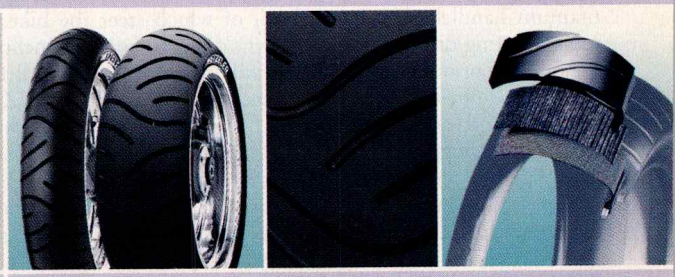

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Why the long face?

DAVID DEWHURST

sheep suddenly appeared in the middle of the road...."

Forget the "real-world R1" marketing ploy and squint awhile at the FZ with your sport-touring goggles on, and it becomes even tastier. Those softish springs give a fine (FJ1200-like) ride, and the rubber-mounted handlebar and footpegs almost completely eliminate the dread vibration. (One of many Yamaha accessories for the bike is a solid-mount bar kit [$84.95], another is a lower, drag-style titanium handlebar [$69.95], both of which steer the bike in a more sporting direction for those who'd like to be more inclined.)

Another option not yet available will be a set of hard saddlebags. Set the tachometer needle at around 6000 rpm and the FZ will inhale the road at a sedate 90 mph for as long as you want, its 5.6-gallon tank giving a range of more than 200 miles. That sleek, R1-derived fairing returns reasonably good wind protection and a home for a pair of bright H4 headlights, also full instrumentation, including a pair of tripmeters, a fuel gauge and a clock. The passenger seat is not a bad place to be either, with a pair of solid grabrails. As for me, an R1 with a soft tankbag full of frilly underthings is a fine long-distance mount, but then I was once referred to as the Lone Runt. Bigger people who wish to carry a passenger will be ever so much more at home on the FZ. It has a bunch more leg room, and with the aforementioned saddlebags you could set out for weeks.

You could say, and you wouldn't be wrong, that the FZ1 is sort of a full-circle bike for Yamaha, because the company really hasn't produced anything like its killer all-rounder FJ1200 since, ah, well since the FJ1200. Don't be thinking nostalgia inspired the FZ, though. Yamaha's figures tell it that sales of "naked sportbikes" in the United States have increased an average of 29.5 percent beginning in 1998—bikes such as Ducati Monsters, Kawasaki ZRXs, Suzuki Bandits. After years of specialization, the affordable Universal Japanese Motorcycle (UJM) seems to be making a comeback. The Yamaha is like the competition, but also slightly different, more modern in the engine bay, more aggressive in nature, slightly harder-edged—but for now things for me are still sort of jet-lagged and blurry. What we'll have to do, it seems like, is ride the FZ back-to-back against the all-new ZRX1200R, the Bandit 1200, etc., before we can come to any sort of conclusion. Hey, somebody's gotta do it. MC

Yamaha FZ1

PRICE	
MSRP	$8499
ENGINE	
Type	l/c inline-four
Valve arrangement	dohc, 20v
Displacement	998cc
Transmission	6-speed
CHASSIS	
Weight	509 lb. (claimed wet)
Fuel capacity	5.6 gal. (21L)
Wheelbase	57.1 in. (1450mm)
Seat height	32.3 in. (820mm)

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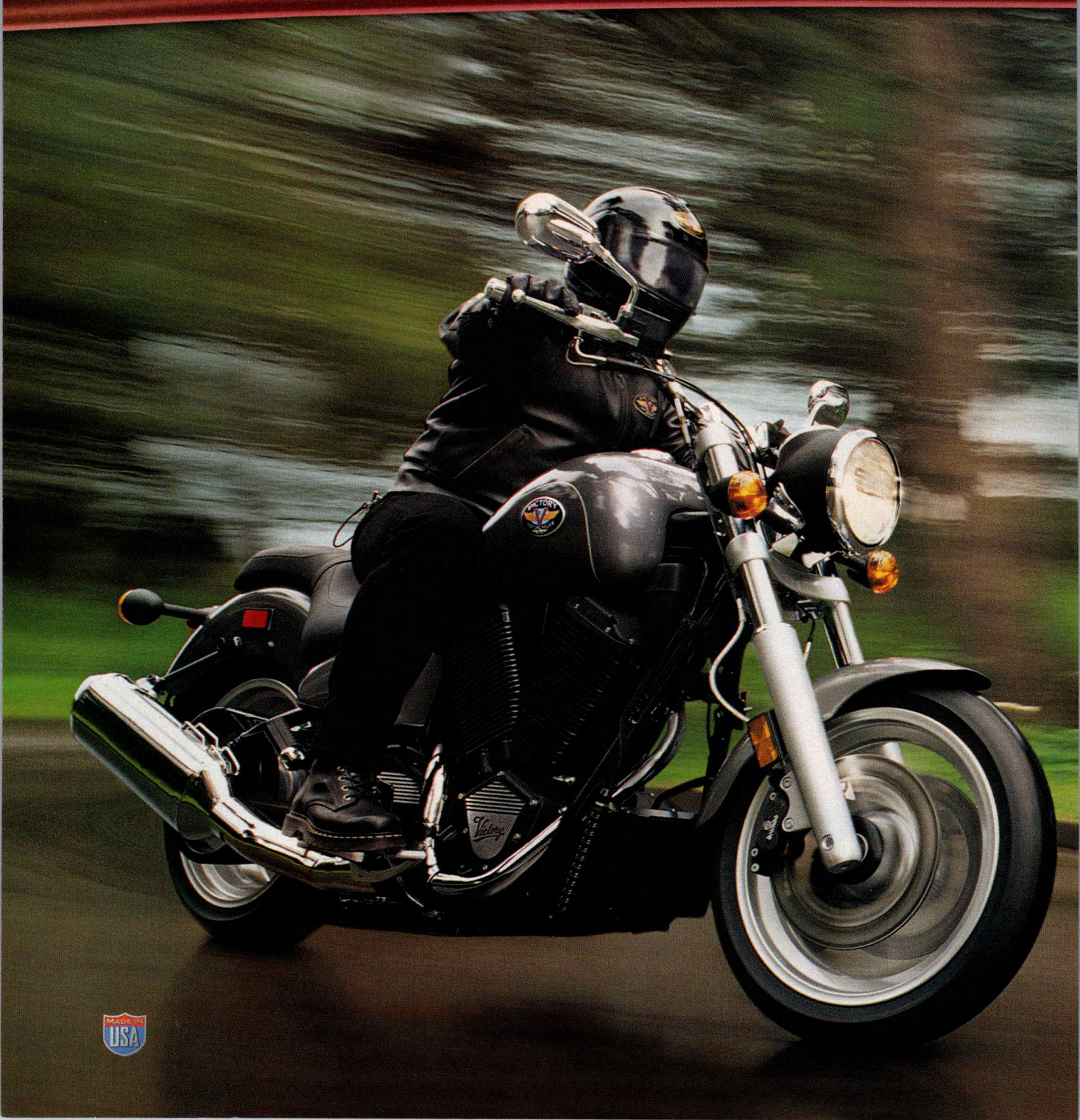

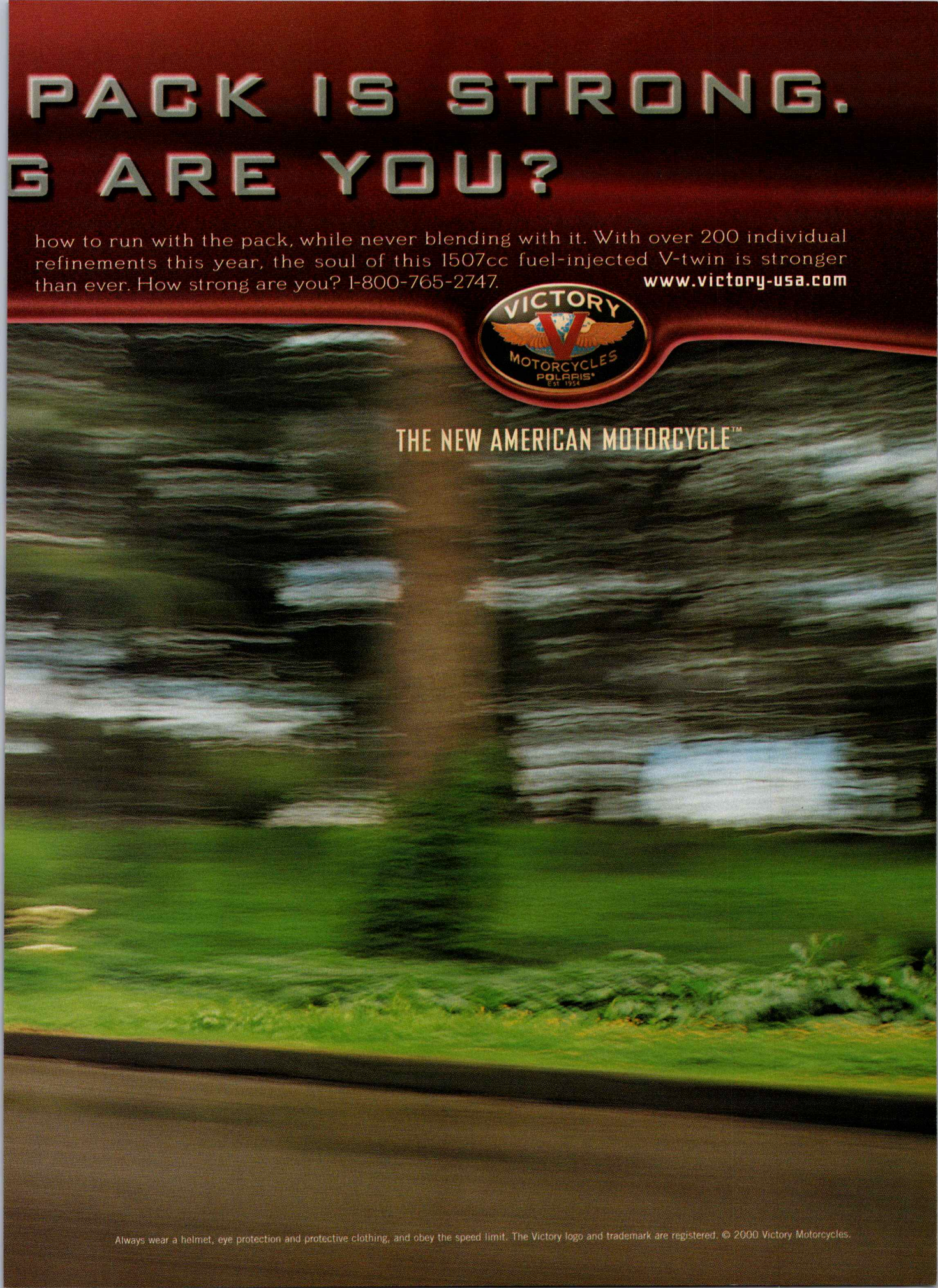
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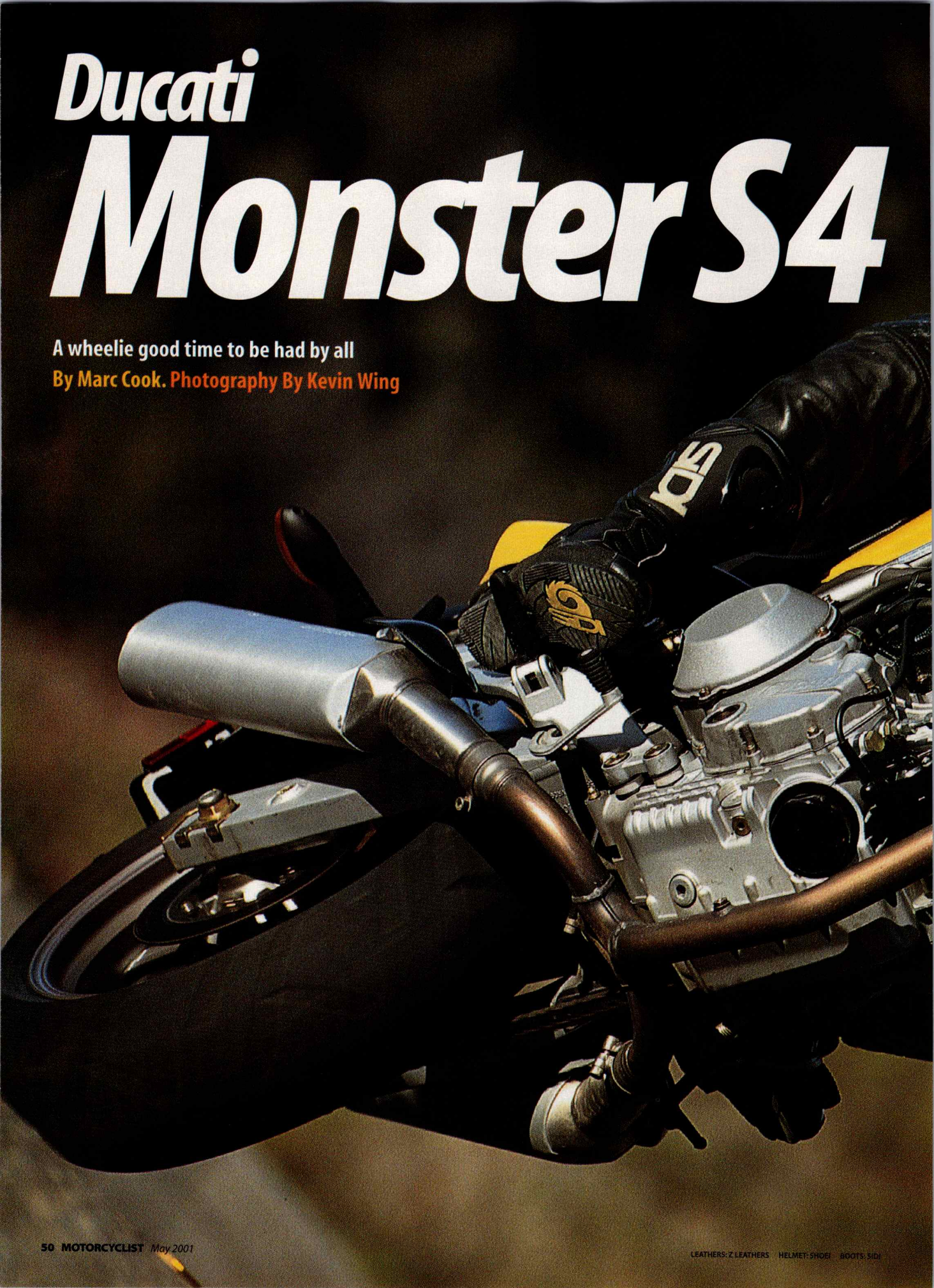
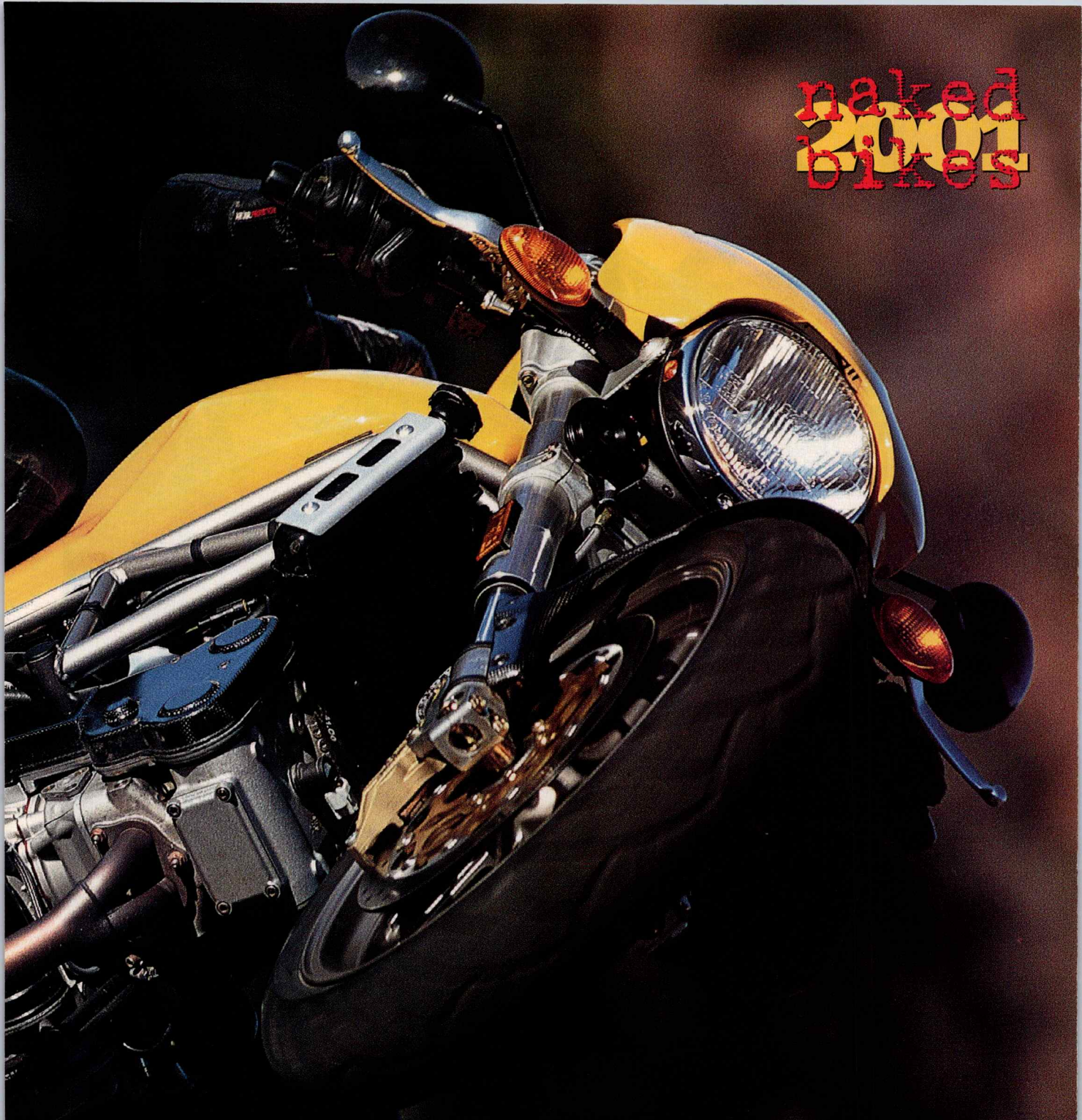
Ducati Monster S4

A wheelie good time to be had by all

By Marc Cook. Photography By Kevin Wing



LEATHERS: Z LEATHERS HELMET: SHOEI BOOTS: SIDI



naked 2001 bikes

PUT YOUR FEET UP IN FRONT OF THE FIREPLACE, PONDER the migration patterns of waterfowl from your favorite Adirondack or chase another one of those stinking valve-adjustment colletts from between the swingarm pivot and engine case, and you realize it all comes down to this: Despite what the marketing types say, there are really only three prominent cause/effect relationships in motorcycle manufacturing.

ROAD TEST

Scenario number one is the most common: You build something because your competition does and they're making loads of money. Witness the cookie-cutter Supersport 600s. In scenario two, you build what you want simply because you want to build it. Main springs like Taglioni and Bordi come to mind in the same fog as Arlen Ness and Tadao Baba. Medals for perfect attendance in this category go to Ducati and Moto Guzzi, though Harley-Davidson hasn't missed many days in class. Then you have scenario three, the reactive stage, which amounts to this: Holy cow, if we don't do something quickly here, we're gonna get mowed.

If anything, Ducati is renowned as a resident of scenario two, as if the company philosophy were to proclaim: We are Ducati, and we build what we want.

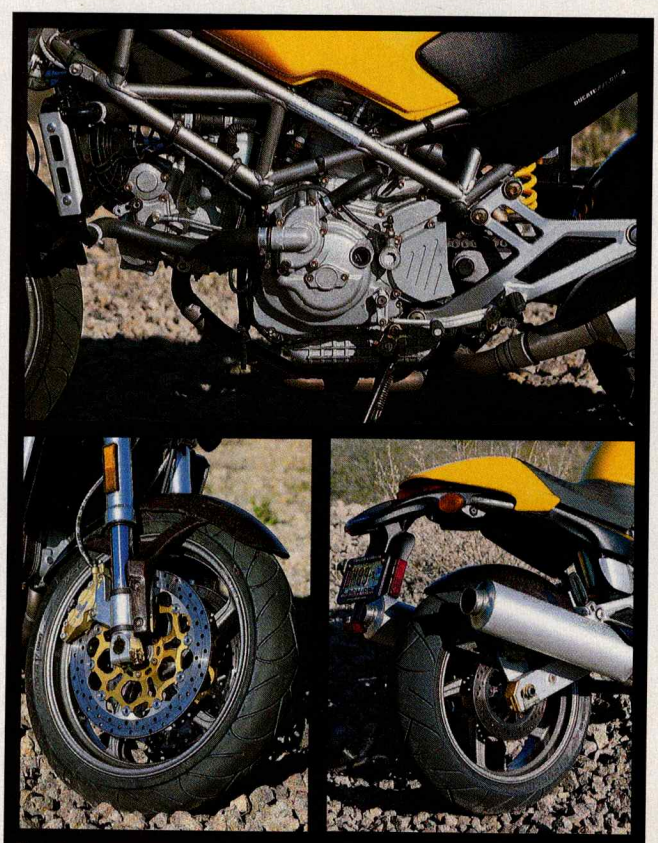
...finally, finally, something more potent than the long-serving Pantah-based engines for the Monster.

Not anymore. And for this sea of change you can thank Miguel Galluzzi, the daring designer of what may be Ducati's savior model: the Monster. Only Galluzzi has done this latest deed from outside the castle gates, causing Ducati to perform a black-ice veer into mode three. His offensive play was the Cagiva Raptor. Sold just about everywhere but here, the Raptor mates Suzuki's potent TL1000 engine with a steel-tube trellis chassis and minimal bodywork, and opens a six-pack of whoop-ass on the old air-cooled Monster. And in the garden spots of the world where you can actually get a Raptor, it's usually less expensive than Ducati's M-class offering. (Perhaps fortunately, for Ducati North America, Suzuki has not allowed Cagiva to bring the Raptor to our shores—for now.)

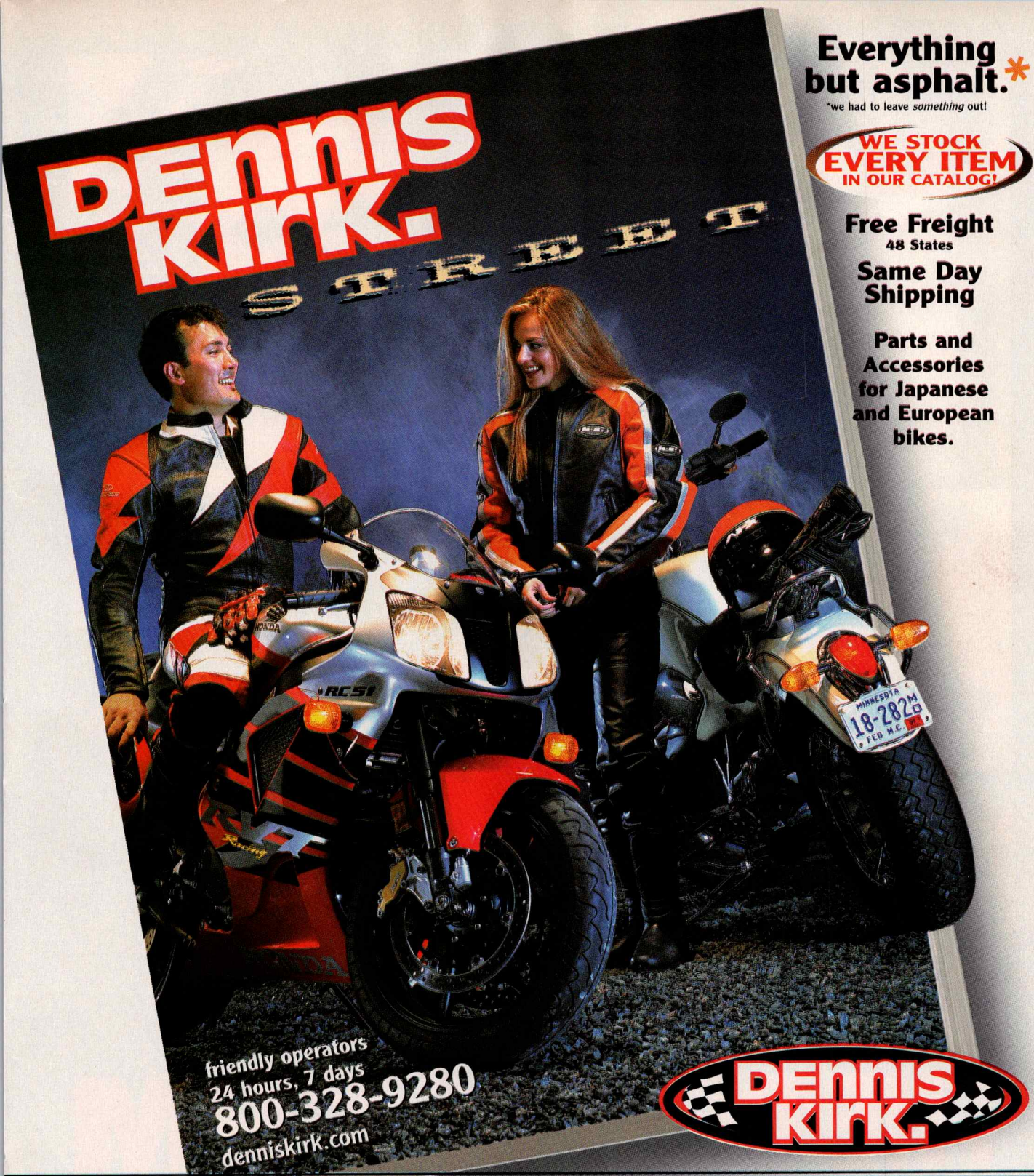
So Ducati did what it needed to do to blunt the Raptor's charge into Monster territory. First came long-awaited detail refinements for all Monsters. In case you missed it, all 2000-spec Monsters got a host of alterations, really the first since the range's 1993 introduction. Tachometers were made standard for the 900s (and are on the 750s and 600s this year), the seating positions opened up a bit (or, made "more rational" in Ducati-speak), and the tail-sections were streamlined a bit. All of this was done in-house by Ducati design chief Pierre Terblanche. Plus, there was the usual year-to-year juggling of suspension components. The engines received updates to improve durability, and the 904cc Monsters all got fuel injection last year. Nothing major for the millennium Monsters, but useful updates and general tweakage.

But the big shot across Cagiva's bow is the S4; finally, finally, something more potent than the long-serving Pantah-based engines for the Monster. (Indeed, it was Galluzzi's intent to slide the liquid-cooled engine into the Monster from the start.) This time it's the mighty 916 engine, a powerplant steeped in Ducati tradition but embodying sufficient modern technicalities to produce excellent power and fine road manners.

There, done. Slide it in, wax the tank and off you go. Right? Not so fast. Rather than shoehorn the liquid-cooled, four-valve engine into the existing Monster chassis, Ducati elected to lift the bodywork off the ST4 sport-tourer and drop on Monster affectations. As you'd expect, then, the S4's geometry swerves in the ST4



Yep, that's the fabled 916 engine hunkering down in the Monster's ST4-derived birdcage frame. Not exactly lovely, but soulful and stout. An inverted Showa fork and Sachs shock provide maximum adjustments. Four-pot Brembos are just fine. Ducati endowed the S4 with special five-spoke Marchesini wheels and a 10mm-longer aluminum swingarm.



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*we had to leave *something* out!

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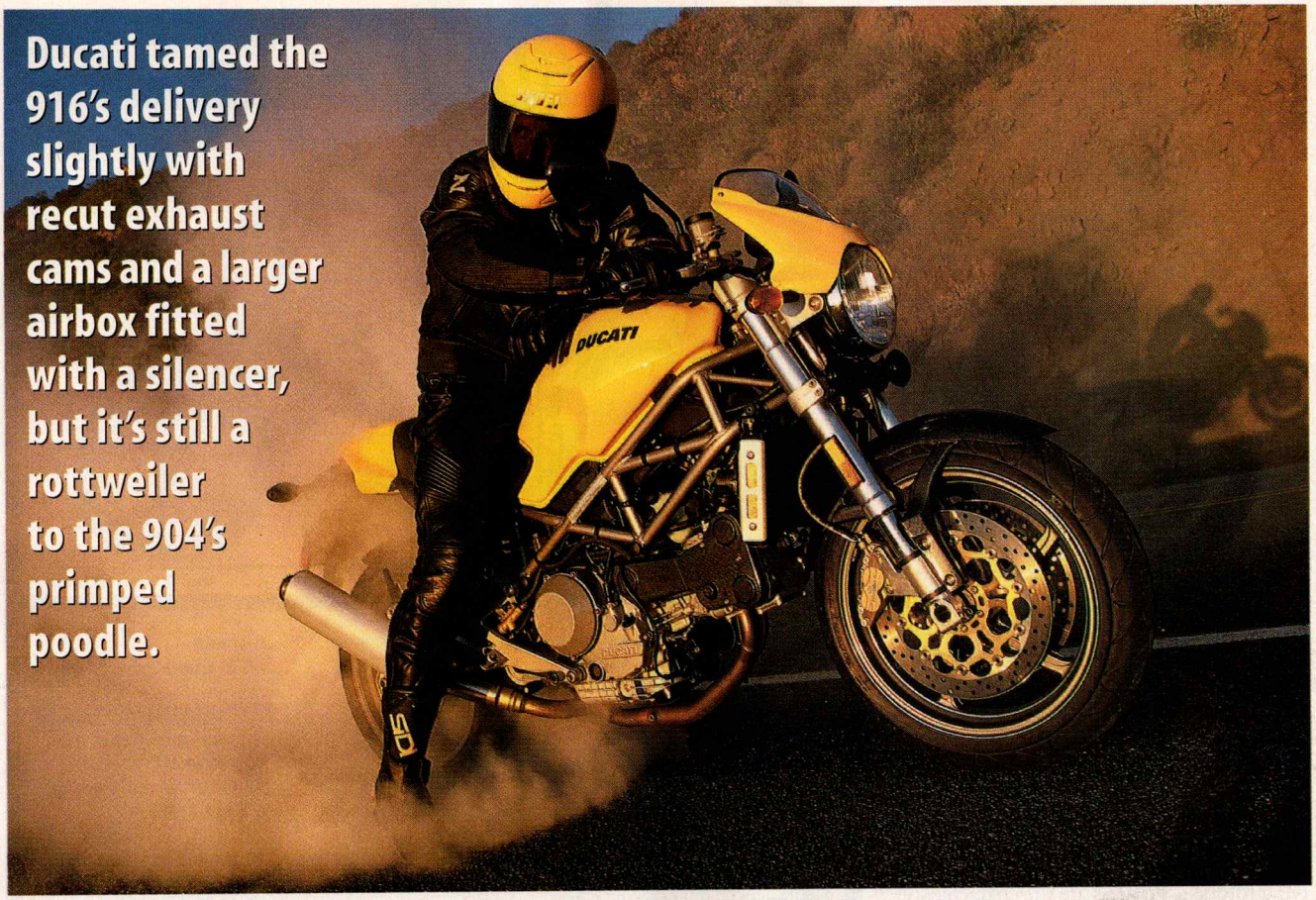


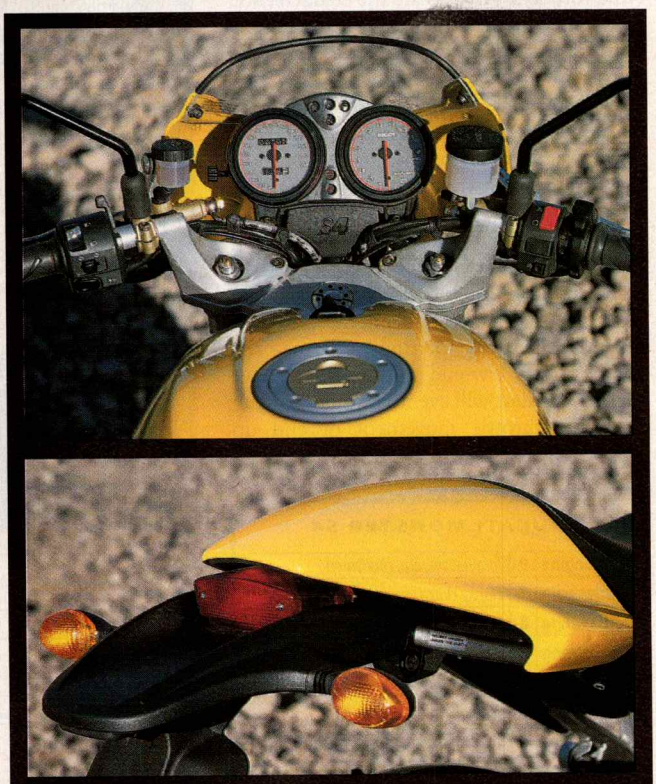
Ducati tamed the 916's delivery slightly with recut exhaust cams and a larger airbox fitted with a silencer, but it's still a rottweiler to the 904's primped poodle.

direction. Rake is set at 24 degrees (one degree more than the M900 but, perhaps ironically, the same figure as the original M) and the wheelbase is 10mm longer, the latter due to a new, longer aluminum swingarm that replaces the ST4's steel item. More wheelbase in a stubby, powerful package is always welcome.

The ST4, you may recall, was hardly a brand-new design, borrowing assemblies from the original *quattrovalvole* 851/888 chassis and a piece or two from the 916, such as the superbike's rising-rate rear shock linkage. (The ST4 and S4 both omit the 916/996's outboard swingarm pivots, so the swingarm rides solely in the engine cases.) All other 2001 Monsters retain the old 851-/888-sourced frame and wishbone-style shock linkage.

These are the details the Ducati faithful will debate endlessly, but to the layman, the S4 looks pretty much like a Monster: minimal bodywork, that trademark frame, top-quality wheels and brakes (the S4 rides on special five-spoke Marchesinis), all fairly swimming in attitude. Installation of the four-valve engine doesn't change a lot of that attitude, though we have to admit that this engine is nowhere near as lovely as the old Pantah-based two-valver. There's something about the elegant simplicity of the air-cooled engine compared with the frank industrialness of the 916 mill. It's clear Ducati didn't intend this engine to be exposed, and so the previously dominant Italian aesthetic retreats to the march of progress. And the picture is not brightened by that huge, curved radiator slung behind the front tire. No doubt S4 owners will point to it with pride, but the cooler gives the bike a double-cup of visual heft right where it doesn't need it. And then there are all those hoses and wires.

Sniping at the S4's radiator and impressive hose count is largely a preride condition. Sample the 916cc engine's fat and happy midrange surge, hang the front tire in the sky, kill a Jackson's worth of rubber in a nasty burnout, and you'll forgive all real and perceived styling sins. In this lightweight chassis (we measured it as 434 pounds without fuel, up 15 pounds from the last M900 we had), the four-valver rocks. Ducati tamed the 916's delivery slightly with recut exhaust cams and a larger airbox fitted with a silencer, but it's still a



Fixed-position cast risers right out of the ST4 parts bin supplant the traditional Monster handlebar—boo, hiss—and are fronted by a flippy-floppy plastic windscreen. You don't get a lot of wind protection, but it's better than nothing. Terblanche-tweaked hindquarters are sleeker than the pre-2000 Monsters'. A shapely cowl hides a perilous passenger perch.

mini monster

Ducati fans have another reason to cheer in 2001: The Monster 600 arrives stateside as the company's bid to snare entry-level riders. The M600 comes with flat-black paint for $6195 (metallic red is $600 more) and a low, newbie-friendly 29.1-inch seat height. Saddle up.

rottweiler to the 904's primped poodle. The S4 exhales through 900SS-spec mufflers and even so, the S4's output of 98.9 horsepower at 8750 rpm and 63.5 foot-pounds of torque at 7000 rpm represents an attention-getting improvement over the air-cooled 900's figures of 76.1 hp.

It's amazing that Ducati has managed to comprehensively overhaul this engine design but retain its essential character. Except for a stronger top-end rush and slightly more muted mechanical symphonies, the 916 engine could easily pass for the evergreen, two-valve 904. The satisfying torque is there, as are the characteristic low-rpm shudder and faint rocking-couple buzz through the footpeg carriers. (The grips and seat remain serene.) Every time you hear some Ducati-addled nutcase blather on about the V-twin's charisma, rest assured he's half right.

As in the erstwhile 916 superbike, the S4's engine uses Marelli electronic fuel injection. For 2001, the CPU is smaller, lighter and smarter; still not as good as carbs, in our opinion, mainly because of an abrupt transition on and off the power at minute throttle openings. Blame the engine's good low-end torque, if you have to, but S4 riders will eventually get the hang of gentle throttle movement or end up

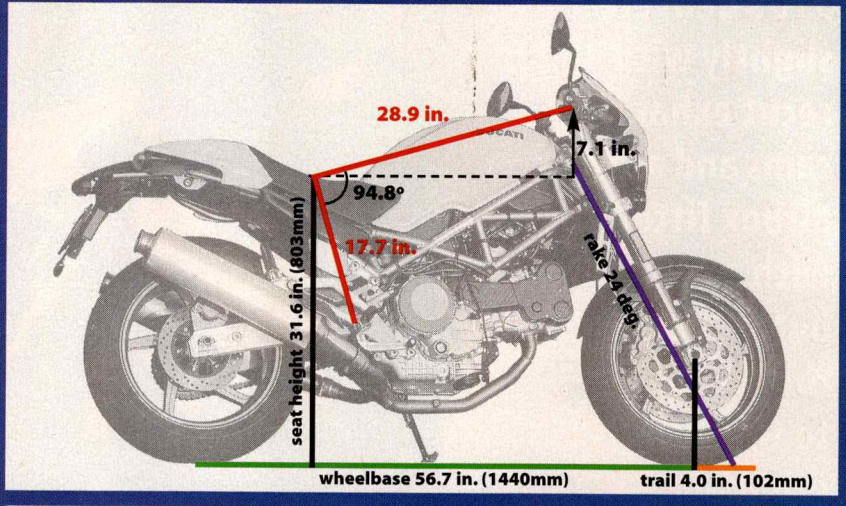
Cheers & Jeers

DUCATI MONSTER S4

Engine	9	*Torquey, smooth, charismatic*
Drivetrain	7	*Clunky clutch, over-tall gearing*
Handling	8	*Still a bit odd but the bike goes well*
Braking	9	*Medium-tech Brembos do the job*
Ride	8	*Not plush, but also soft*
Ergonomics	7	*We really miss the handlebar*
Features	8	*More than before, good execution*
Refinement	7	*Looking for a bit more polish*
Value	7	*Is an extra 20 hp worth three grand?*
Fun Factor	9	*A fine hooligan's instrument*

verdict: *Ducati gives the Monster the engine it's always wanted and the result is great, as expected. Price gulf to the air-cooled Monster is wider than the performance gap.*

Ducati Monster S4



MSRP **$12,995**
Warranty ..... **24 months, unlimited miles**
Colors ..... **red, silver, yellow**

ENGINE

Type ..... **l-c 90-deg. V-twin**
Valve arrangement.. **dohc, 16v**
Bore x stroke ..... **94.0 x 66.0mm**
Displacement **916cc**
Compression ratio... **11.1:1**
Carburetion ..... **Marelli electronic fuel injection, 50mm throttle bodies**

details, details...

- Lot's of (real) carbon fiber—yum!
- Fussy ring-and-locknut rear preload adjuster—yuck!
- Limited steering lock means you'll practice your three-point turns
- Marginal mirrors, could be wider

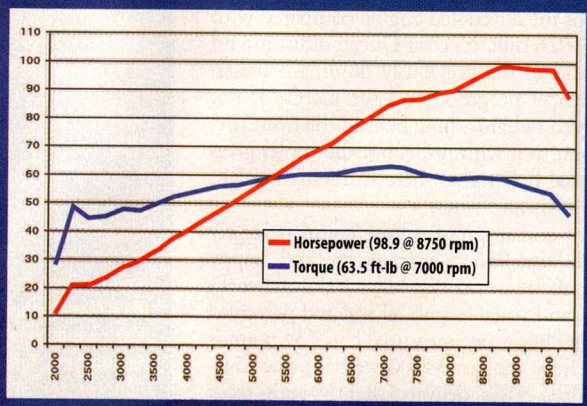
Transmission **6-speed**
Final drive ..... **#530 chain**

CHASSIS

Frame ..... **tubular-steel trellis**
Weight ..... **459 lb. (wet) 434 lb. (fuel tank empty)**
Fuel capacity ..... **4.2 gal. (16L)**
Suspension, front ... **43mm inverted cartridge fork adjustable for spring preload, compression and rebound damping**
Suspension, rear **single shock adjustable for spring preload, compression and rebound damping**
Brake, front ..... **dual four-piston calipers, 320mm discs**
Brake, rear ..... **single two-piston caliper, 245mm disc**
Tire, front ..... **120/70ZR17 Michelin Pilot Sport**
Tire, rear ..... **180/55ZR17 Michelin Pilot Sport**

PERFORMANCE

Corrected 1/4-mile* **11.20 sec. @ 121.04 mph**
0-60 mph ..... **3.38 sec.**
0-100 mph ..... **7.72 sec.**
Top-gear roll-on, 60-80 mph ..... **4.11 sec.**
Power to weight ratio** ..... **6.36 lb/hp**
Fuel mileage (low/high/average) **38/47/43**
Cruising range (exc. reserve) ..... **145 miles**



test notes

- The S4's roll-on numbers are surprisingly good, beating Ducati's own 996, Honda's RC51 and Triumph's Sprint RS.
- The S4's 916cc engine offers up a broad, progressive torque curve with few peaks and valleys. Potent and pleasant.

*Performance with test-session weather conditions corrected to sea-level standard conditions (59 degrees F, 29.92 in. of mercury)

**Wet weight plus 170 lb. rider divided by measured horsepower

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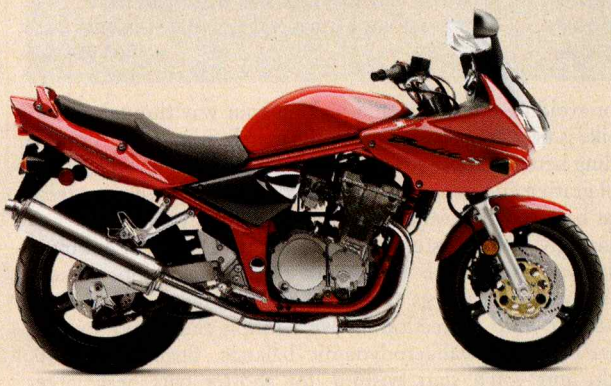

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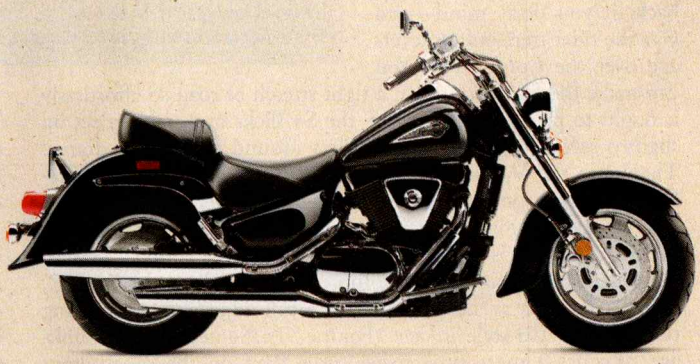

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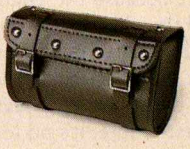

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looking like turkeys. Otherwise, we have no problems with the Marelli box: The S4 starts easily, doesn't surge on steady throttle and gets good mileage.

Part of the mileage equation involves the S4's absurdly tall gearing. Seriously, you guys: Are you paying for those rear sprockets by the tooth? First is tall enough to strain the fragile, grabby, dry clutch—it'll occasionally erupt in a conversation-starting groan off the line—and sixth is about right for a land-speed-record contender. By 85 mph, you've barely cracked 5000 rpm.

For its part, the ST4-based chassis fills the bill just fine, thanks. To increase cornering clearance without having to redesign the footpeg carriers, Ducati raised the S4's suspension by 20mm, but the bike still feels short and nimble. The cast-riser handlebars arc wide and flat—we'd prefer more pullback, if you don't mind—and give the rider tremendous leverage over the front wheel. You can make the S4 dance down a tight stretch of road so effortlessly it ought to be illegal. Better yet, the S4 flicks over, takes a set on slightly soft suspension, and rockets around with little drama. Thanks to the V-twin's linear power delivery and lack of inline-four-like, high-rpm rush, it's easy to get the power down.

With the S4 you get quality suspension and braking components. Up front is a 43mm inverted cartridge fork by Showa (adjustable for spring preload, compression and rebound damping), while in back is a Sachs shock (same full adjustability) working through that 916-style linkage. (For the ST4/S4 iteration, that linkage provides a more progressive curve than on the superbikes.) Overall, we like this setup. It's sprung for middleweight riders (say, 160-ish pounds) and so it is a touch soft for the larger guys, but not terribly so. Adding two turns of spring preload to the fork (from the standard setting) and dialing in about 5mm more rear preload helped a lot. It's possible to change the rear ride height, and the bike benefits from a more nose-down attitude than the baseline settings provide. Brembo's four-piston calipers perform admirably on the 320mm discs, and that's nothing new. What Ducati *has* changed is the location of the rear caliper, from below the axle to above it. It's still pretty numb but at least it doesn't squeal like before.

You can make the S4 dance down a tight stretch of road so effortlessly it ought to be illegal.

Once the road opens up, the S4 becomes less fun than pure sporting hardware mainly because of the otherwise excellent riding position and the chassis' tendency to wiggle and waggle under you—even as the bike's trajectory changes little. It's not "nervous" per se, but the S4 is definitely not as planted as a full-on sportbike. Maybe we're just noticing this more because the 916 engine gets the whole package up to speed with greater vigor. Again, these high-speed manners do not constitute a damning trait because Ducati really sees this bike as a sporting cruiser not a full-spectrum sportbike. We'd agree.

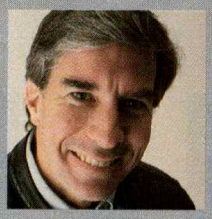
You would expect a rowdy cruiser like this to be a great performer in town. Mostly you'd be right. The upright seating position is perfect for avoiding errant cars and picking your way through traffic. The bike is narrow—particularly at the merely average mirrors—so threading between those steel mastadons is no trouble. Still, there's the tall gearing and uncooperative clutch—two or three more teeth on that back sprocket would cure things nicely if you ask us.

Amazingly, the Monster S4 is actually quite adept at gobbling up highway miles. The tiny windscreen, which flops around alarmingly and just begs for some reinforcement, offers a bit of midchest wind protection; above 60 mph you'll find yourself in near-ideal physical/aerodynamic balance. Push it past 90, though, and you'll start wishing for shorter bars or a larger screen. With a flat, firm profile, the S4's seat proves surprisingly comfortable and what little vibration gets to the pegs is entirely tolerable. (Still, the Monster's footpeg brackets make the bike feel thin in the middle and chubby at the bottom. Pigeon-toed riders won't mind the splayed pegs, but the rest of you might.) Expect to see about 150 miles on the tank before the pessimistic low-fuel light winks on.

Overall, the ST4-to-S4 makeover works better than we envisioned, again in large part because the engine is so compelling. We wish Ducati had lifted the old triple-clamp arrangement from the M900, however. Besides not allowing nearly enough steering lock, the cast bars are not adjustable (and, as mentioned, not in the ideal position to start with) and they severely limit your customizing possibilities. What's more, it's no longer possible to pull the fork tubes up into the clamps to load the front wheel. And, as the final insult, the lovely Brembo remote-reservoir hand controls are pinned in place; if you don't like the angle of the levers, get out a file. While we're carping, we'd also like to see suspension of slightly better caliber on this, a $13,000 motorcycle. As Ducati's top Monster, it really ought to have the top-shelf stuff.

Ultimately, our complaining won't make a mark on the S4's sales. This is a motorcycle so anticipated and desired by Monster *cognoscenti* that we expect every S4 to be long gone by summer. And, in time, Ducati may come to convince us that the S4 was *not* a reaction to Cagiva at all, but a planned event all along. MC

Off the Record



smith
Age: 48
Height: 5 ft. 10 in.
Weight: 185 lb.
Inseam: 31 in.
Favorite Monster: Boeing 747

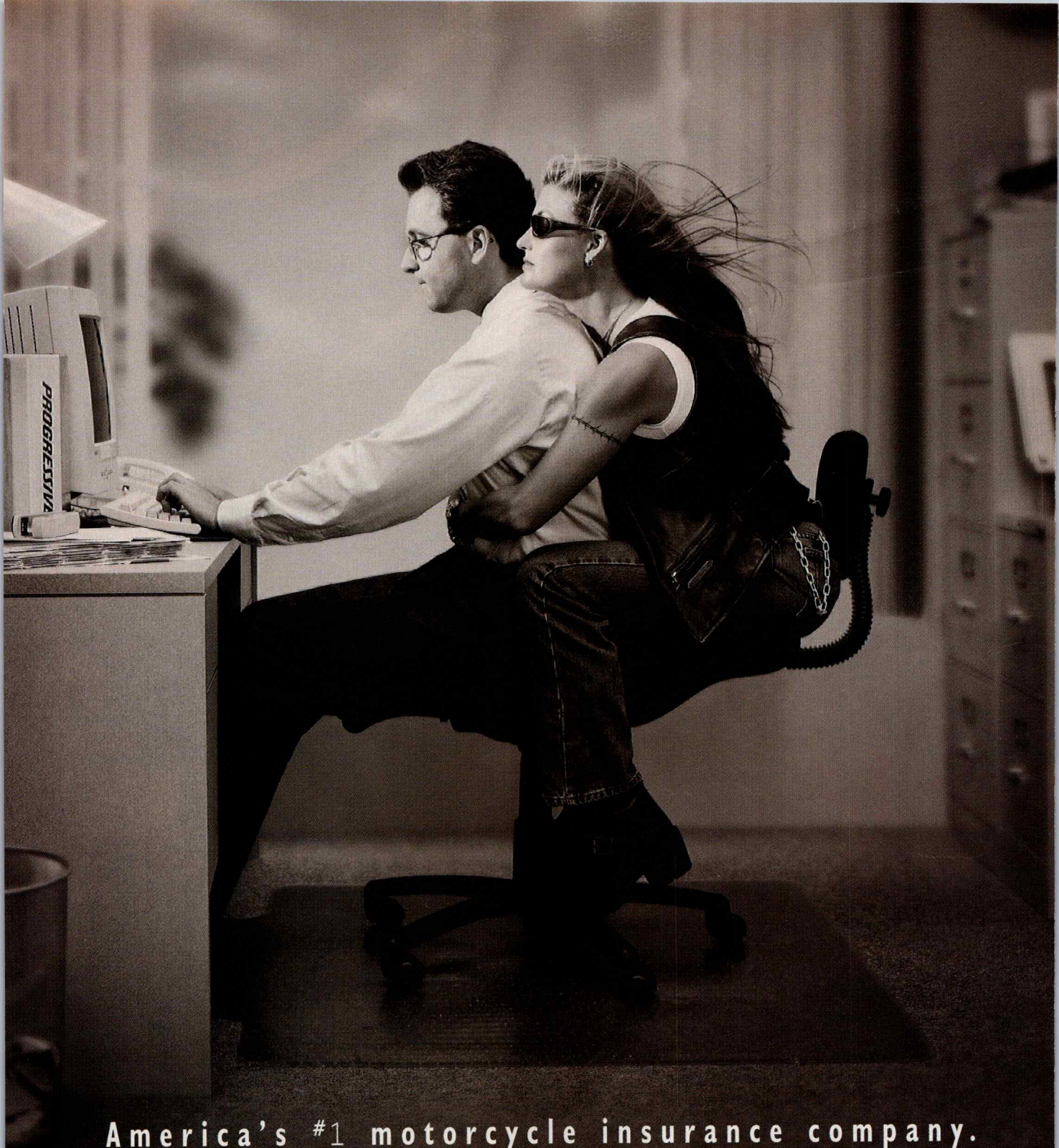
Just so you know where I'm coming from, I'll make three confessions right off: One, I really like the Monster's concept of a simple, elemental machine stripped down for urban warfare. Two, I am not among the True Believers, willing to accept any and all "eccentricities" as the forgivable—even necessary—components of Italianate heritage and character. And three, 13-grand is likely more than I will ever consider spending for a motorcycle in this life.

So, I hop on the new Monster S4 ready to have a grand old time, but, frankly, not anticipating it will be an ideal fit for me. And therefore, perhaps, it isn't. I could probably get used to the too-distant handgrips (though I ought to be able to reposition them more easily), and I suppose I could jury-rig some bracing to stop the fairing from flopping (but must I?). I find the S4's throttle and clutch action heavy and sudden, the shifting is only OK, and the engine makes really waffly noises at low speeds. So in town, in traffic, where this street fighter should be in its element, it's just imperfect enough to take the edge off my enthusiasm.

I don't begrudge those who will love the Monster S4, and Lord knows, there will plenty of them. Me, I can't stop thinking that, with a lightly used VTR or TL-S as a starting point, I could make a high-barred, V-twin, naked roostmeister that would be more refined and probably faster for half the money. ***—Kevin Smith***

boehm
Age: 38
Height: 6 ft.
Weight: 225 lb.
Inseam: 32 in.
Favorite Monster: In 'n' Out Double-Double

Uh-oh, here I go again, forgiving a particular motorcycle for its flaws because of some innate charisma or personality I sense it offers. Like Kevin Smith, I'm not a True Believer; I don't own a Duck, never have, and probably never will (especially after just having coerced my wife into letting me buy the late Greg McQuide's BMW R100CS). But that doesn't keep me from going semiga-ga over certain examples in the lineup, and the S4 is clearly on that list. For whatever reason, the bike's ergonomic and fit 'n' finish problems don't bother me; I'd simply fix 'em. Should you have to on what's basically a $13,000 motorcycle? Nope. But who said logic is part of the deal when emotion is involved? ***—Mitch Boehm***



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Aprilia RSV Mille

FIRST RIDE

No mistake: These upstart Italians and their thoroughly modern Milles are in a hurry to bring the fight to the Japanese

By John Burns. Photography By Tom Riles

HAS IT ONLY BEEN A YEAR SINCE WE wrung out our first RSV Mille? Why, yes, we fawned and toadied all over it in our April 2000 issue. Be pleasantly surprised, then, because the second-generation Mille is already here—and recently sampled by yours truly at Homestead Motorsports Complex in southern Florida. There's much more going on here than cosmetic changes. For one thing, an entirely new frame raises the engine 5mm for better mass centralization and turnability, and the swingarm pivot's up 3mm. Those changes, according to Ing. Giorgio Del Ton, come straight from World Superbike ace Troy Corser. Elsewhere, more than 200 parts are modified.

Mr. Burns at play on the trick R-version Mille at Homestead.

Inside the Mille's delicious counterbalanced 60-degree V-twin, camshafts with greater lift and duration bump 2mm-bigger intake valves open. Pistons and entire intake tracts have been enlarged and modified to suit, and the bike's injection mapping has been carefully overhauled, particular attention having been paid to smooth delivery low in the powerband. Exhaling through a new 2-into-1 exhaust, the new engine's said to produce two horsepower more—130 at the crankshaft—which should equal about 116 Dynojet ponies if last year's test bike is any indication. The torque's the thing, though.

Although it uses the same attachment points as the previous plastic, the new bike is covered in all-new bodywork claimed to be more aerodynamic and with greater engine-cooling capacity. The top of the fuel tank is lower, allowing the rider to tuck in more, and the tank itself is now made of a nylon-resin material that allows it to assume a much more rider-friendly shape than before—shorter and narrower between the thighs.

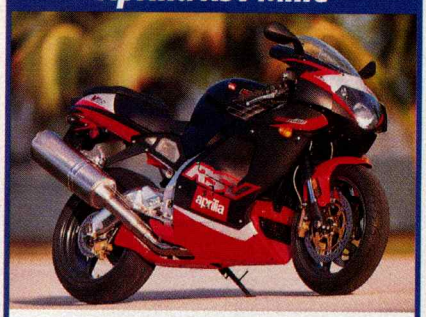
Assume the position and fire the thing up, then. Thank God bike manufacturers have discovered making the rider comfortable is the best performance bargain: It's still a ways to the Mille's below-the-clamp clip-ons, but the shorter fuel tank makes grabbing them much easier, as does the narrowness of the tank. Yes, it's fast, with a flat powerband that feels like it gets out of bed even earlier than last year's bike. Twisting the throttle to the stop gives instantaneous full rut, and has the little shift light blinking in no time.

Anybody here ever accuse the old bike of not being able to change headings quickly enough? Don't think so. In fact, we praised the Mille's ability to turn quicker than the typical 90-degree twin. Aprilia's decision to alter frame geometry in an effort to speed things up even more seems mostly unnecessary, really, but who are we to argue with Corser? Suspension damping and the rear linkage ratio, naturally, have been revised to complement the new layout, and yes, the Mille does seem to segue into corners more like a YZF-R1 Yamaha than a 996 Ducati. More so than last year? Too close to call.

No waffling necessary concerning the bike's new brakes. Four-piston Gold Series Brembos—each piston with its own little sintered pad—give huge power and feel, while the bike's patented pneumatic clutch makes it easier not to get all spastic bouncing the back tire. Overall, the Mille is quite a mouthful of exotic Italian for $13,899.

A few dollars more, again in '01, gets you the desirable "R" Mille: $16,799 begets Öhlins suspension, carbon fiber all over the place, and hip OZ wheels that Aprilia says are 25 percent lighter than the next lightest aluminum wheel available. Feels like it, too; the R seems to pick up revs faster even with an identical engine. Throw on the titanium race exhaust and there's enough torque in there, as a matter of fact, to rip the rear tire loose from Homestead halfway through third gear even with the bike almost upright. Don't ask me how I know. MC

Aprilia RSV Mille



PRICE	
MSRP	**$13,899**
ENGINE	
Type	**l/c 60-degree V-twin**
Valve arrangement	**dohc, 8v**
Displacement	**998cc**
Transmission	**6-speed**
CHASSIS	
Weight	**407 lb. (claimed dry)**
Fuel capacity	**4.8 gal.**
Wheelbase	**55.7 in. (1415mm)**
Seat height	**32.3 in. (820mm)**

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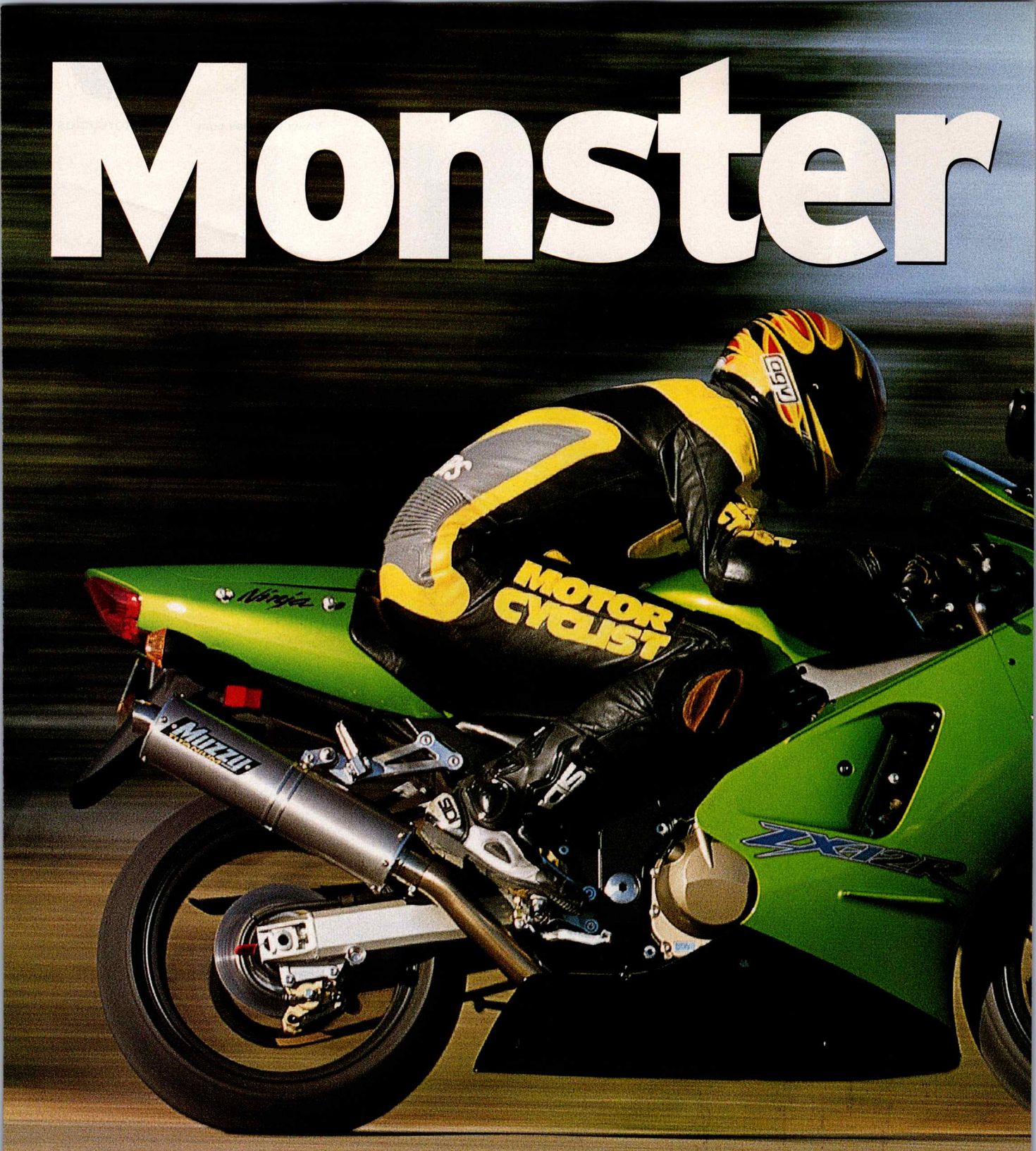
Monster



PREPARING TO BE DRIVEN INTO THE PAVEMENT LIKE a tent peg by 534 pounds of lime-green Japanese mutant, my brain has a few questions: Like, why isn't it attached to something stable—like an accountant? Who stuck five feet of daylight under the front tire? Is it safe to do 48 theatrical snap wheelies for the Camera King this far from a hospital? Where's the rear brake? And how, exactly, did I get here?

Having thanked God for answering the second-to-last question in time, let's tackle that final query together, shall we? As with most stories starring a powerful-yet-fundamentally-misunderstood green monster, ours begins in Japan.

Unveiled last year as a high-velocity countermeasure to Suzuki's 189-mph GSX1300R Hayabusa, Kawasaki's 2000-spec ZX-12R came up...well, a little short. *Motorcyclist*'s ZX-12R tester topped out with a subhyperbolic 183-mph muzzle velocity (and also 1.2 mph slower than a politically castrated 2000 Hayabusa) leaving in its wake more questions than answers. Enter—guess who?—Rob Muzzy.

Muzzys has been synonymous with Kawasaki horsepower since Rob Muzzy himself signed on as Team Green's Superbike

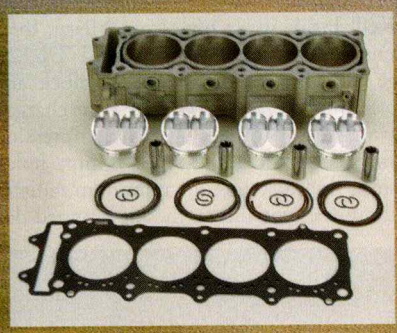
in a Box

WILD FILE

Rob Muzzy's version of Godzilla with Oregon plates

By Tim Carrithers. Photos By Rich Cox/Slide Action

Under our watchful eye, the Muzzys-prepared ZX-12R is disassembled at Kawasaki's U.S. headquarters to verify that it wasn't some kind of cheater. It was, perhaps amazingly (given Rob's racetrack reputation), totally stock.



The heart of the matter. Take your shy and retiring ZX-12R mill, hog out the bores and fit a Muzzys big-bore kit. Boosting displacement to 1270cc from the stocker's 1198cc and cranking up the compression ratio to 13.5:1 with forged pistons, the kit helped produce 182 horsepower. Hold on tight, baby!

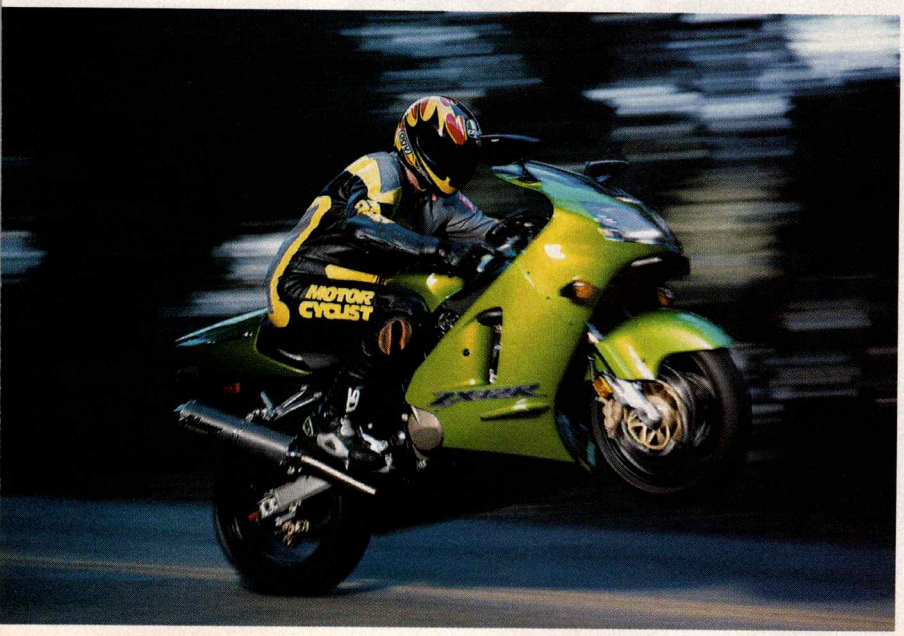
crew chief 20 years ago. Therefore, it made sense when Doug Meyer—Muzzys' second-in-command, resident Bonneville Salt Flat speedster, master technician and chief provocateur of all things quick and fast—ran 192.31 mph on a carefully broken-in, off-the-shelf ZX-12R over a 1.16-mile course at Maxton-Laurinburg Airport in Maxton, North Carolina. Fitted with a Muzzys exhaust system, the same bike then did 199.12 mph. Having been officially certified and sealed to insure its identity and bone-stock condition, the bike was then trucked home.

That's when Editor Boehm made my telephone ring. Never being one to turn down a few days in the lap of the Luxurious *Motorcyclist* Expense Account (LMEA), I volunteered to conduct the aforementioned green projectile over 1200 miles or so of undisclosed back roads between Muzzys' command center in Bend, Oregon, and *Motorcyclist*'s Los Angeles digs. Strapped to the unflinching Bartels dyno upon arrival, it cranked out 161.6 horsepower and 90.1 foot-pounds of torque (vs. 162.7 horses and 93.7 foot-pounds for *Motorcyclist*'s original 12R test bike). Not exactly what anybody expected. The same bike ripped past the *Motorcyclist* radar gun at 189 mph. Way fast, but not fast

enough to change many opinions.

Then the envelope arrived. Inside was a note from Meyer. In it, he outlined the constituent bits in Muzzys' just-released ZX-12R big-bore kit. In exchange for your standard cylinder block and $2349.95 (excluding the refundable $695 cylinder core charge), Muzzys would deliver a quartet of forged, 13.5:1 compression pistons fit to bores 2.4mm larger than the stock 83mm holes. Accompanied by tricky 1mm rings, circlips, an aluminum radiator fan, fasteners, gaskets and other essential bits, the kit bumped displacement from the stocker's 1198cc to 1270cc. One call to Muzzys and the box was on its way, along with a little how and why.

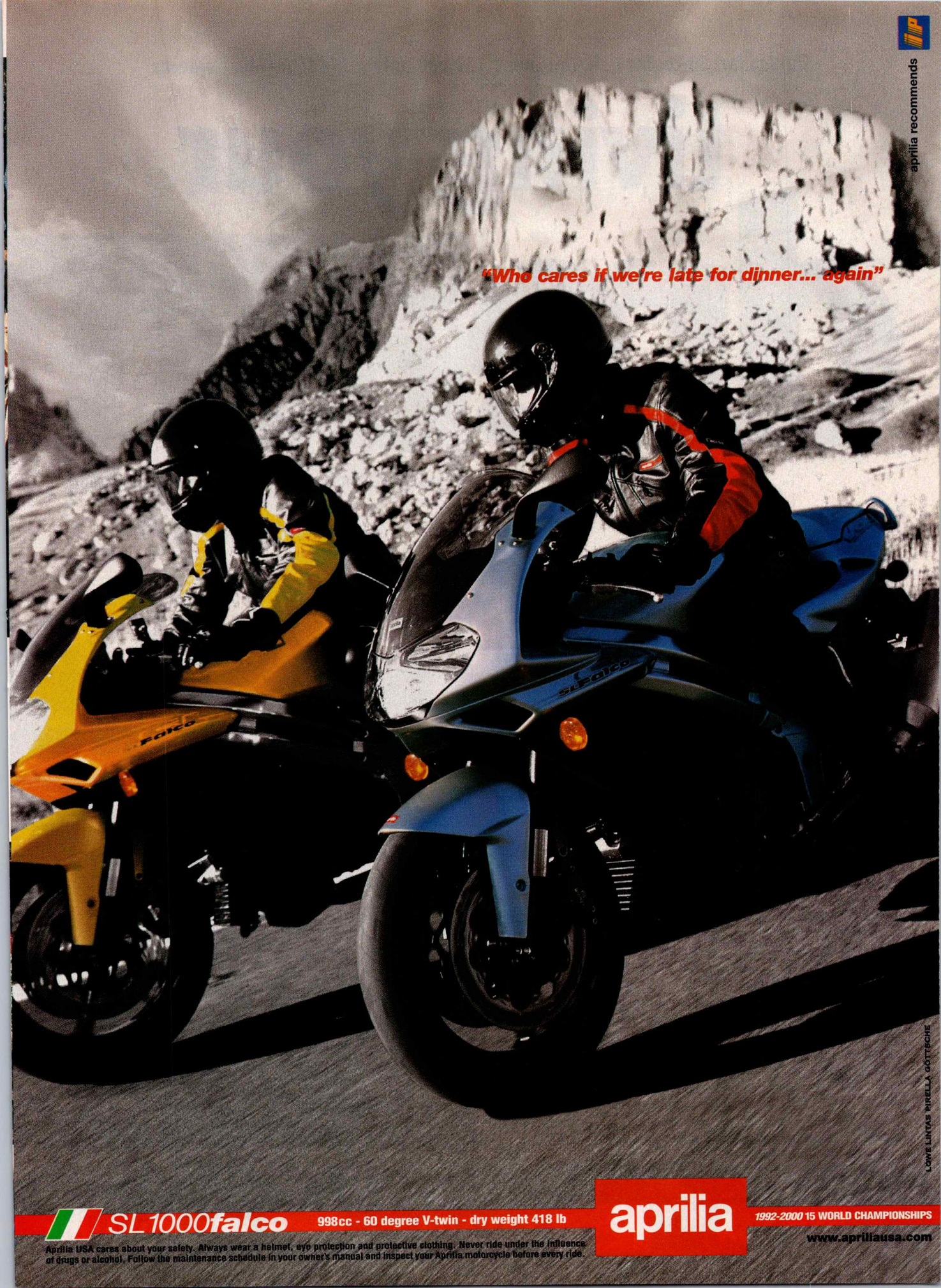
"Two basic parameters—size and compression—are the basic 'building blocks' of naturally aspirated power," says Meyer. "Everything else, cams etc., are components that optimize the basic engine combination of bore, stroke and compression. We chose the 2.4mm overbore because, in our estimation, any larger bore would compromise reliability. The bore spacing would be too close. The ZX-12R, like all modern four-valve engines, can support higher compression on 92-octane pump gas without problems. These components are less expensive than cams or stroked cranks, and also provide the basis for further changes."



We personally witnessed the disassembly of the 12R's motor, and it was crystal clear the thing was bone-stock....

Look closely and it's clear this is no ordinary assemblage of hot-rod parts. The piston rings, for example, are the same 1mm thickness as standard 12R parts—thinner than comparable high-performance bits. "We went out of our way to source thinner rings that would maintain the advantages of the stock parts," Meyer says, "low tension, less friction, less flutter."

continued on page 91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"Who cares if we're late for dinner... again"
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LOWE LINTAS PIRELLA GÖTTSCHE
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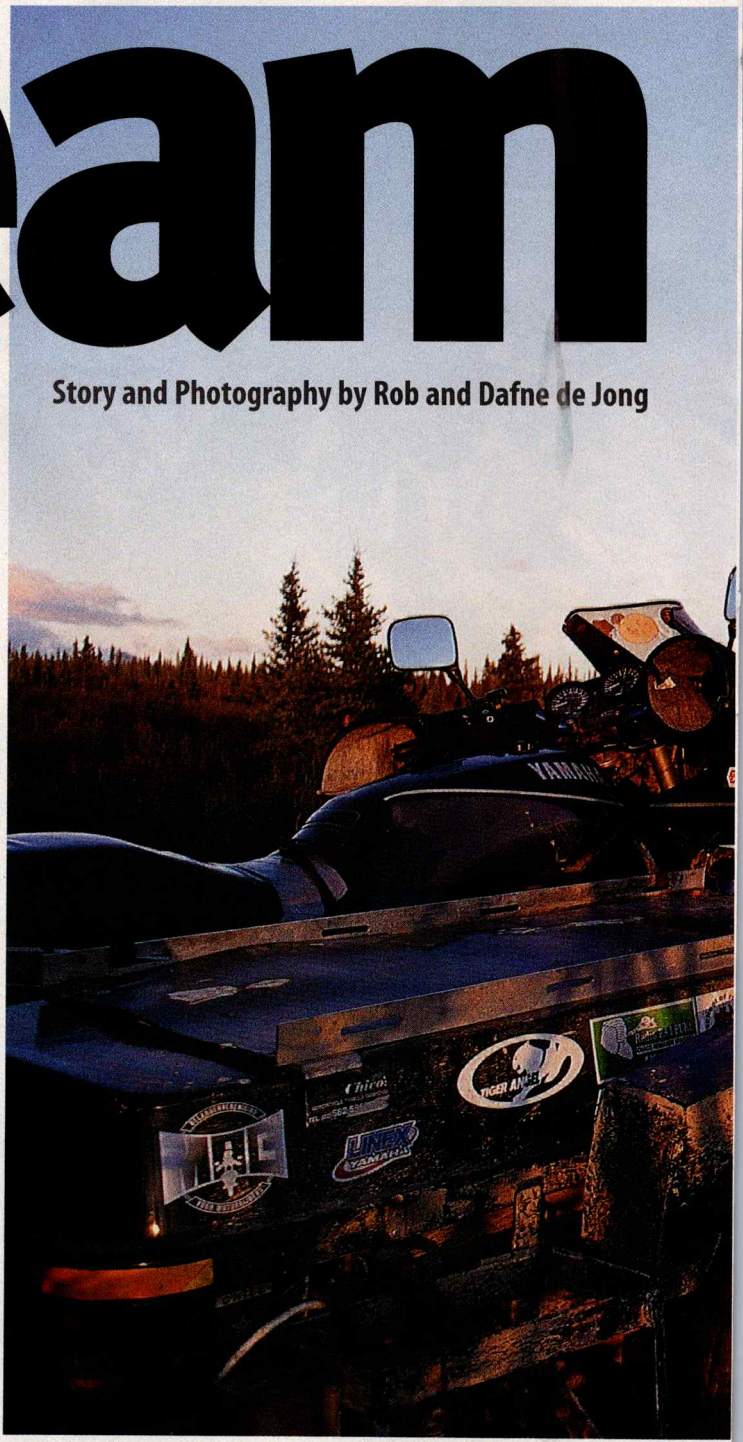
Our (so far) 50-country, six-continent, 130,000-mile world tour—on a sidecar

living your dream

Story and Photography by Rob and Dafne de Jong



"There," I say, pointing my finger at the little-used dirt road. Dafne turns our sidecar around, deftly keeping the third wheel from dipping into a pothole. It's already late afternoon and we'll only have about an hour of daylight left to set up camp and cook dinner.

The views from the Denali Highway in Alaska are spectacular; Mount McKinley's white peak and snow-capped ranges can be seen on either side of the valley. Normally, we only camp in places invisible from the road. In Africa, we preferred a hot campfire to a flashlight or electrical light, for it attracts less attention. But here in Alaska we don't have to worry about that.

First we collect firewood, for temperatures will soon drop below freezing. Then we get our cameras out to be ready for the magnificent sunset that will surely come. The small canvas tent we bought in South Africa desperately needs service, though it's kept us warm, cool and, most importantly, dry for more than two years. I take our petrol stove out of our "kitchen" top-box and get water boiling for a warming cup of tea.

"So, we're finally in Alaska," Dafne says. "Yep," I say, "we've come full circle now." We sit down and stare into the flames as we drink our tea and think about the day we left Holland, and all the fun, scary, crazy and interesting things that've happened since. A gentle breeze is cooling our backs while the fire makes our cheeks glow.

When the sun starts coloring the sky, we stand up and let our eyes go to the horizon. Somewhere to the southwest, over the ocean, are roads just waiting for us. From here we'll drive our sidecar through Japan, Siberia, Mongolia, around the world—again.

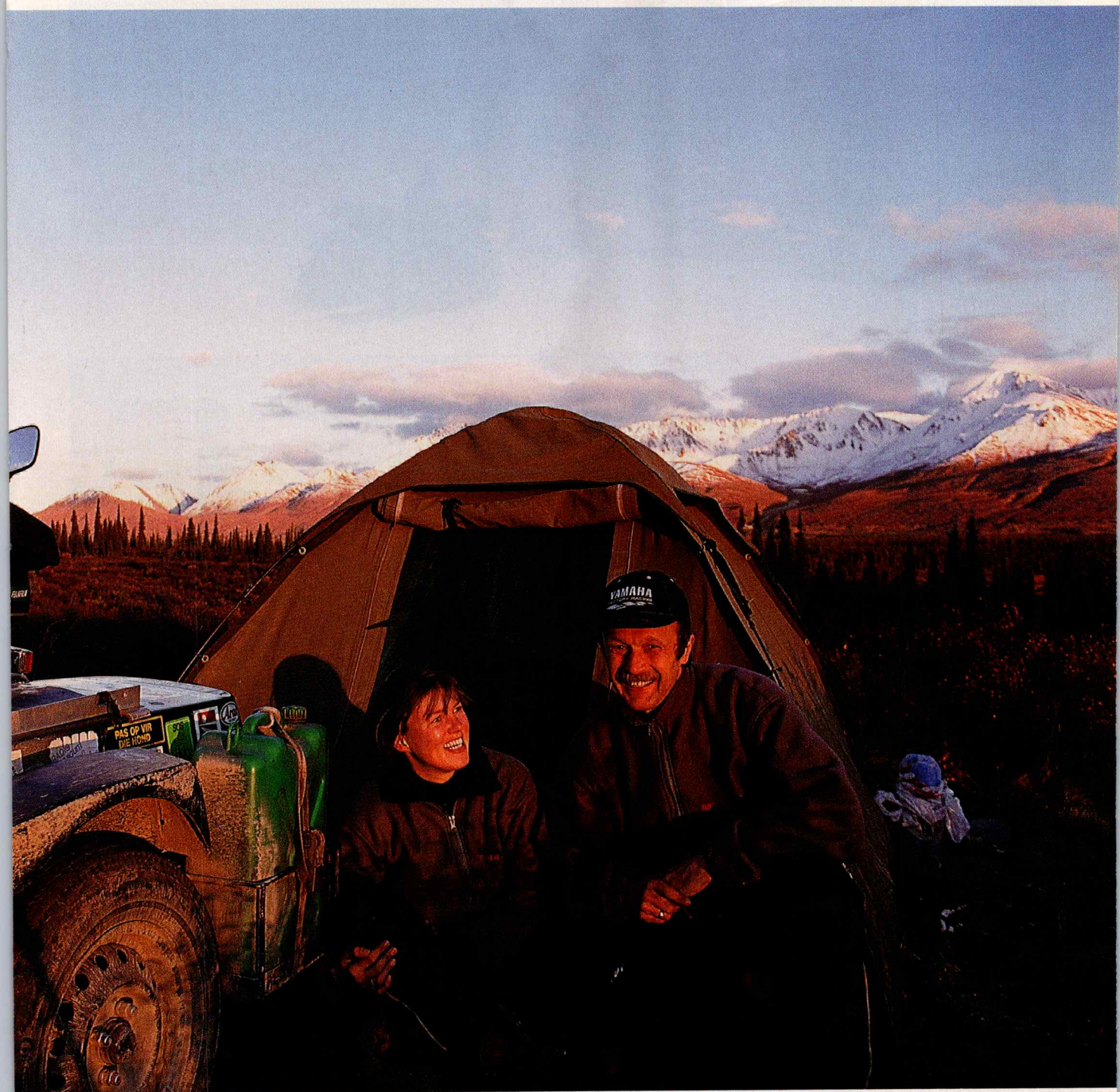
After all, the most important thing, being out here on the road, is to be able to turn left or right, when you feel like it. It's all about freedom, following your nose, living your dream.

USA CANADA NETHERLANDS

EDITOR'S NOTE: *This magazine seems to be a bit of a traveling-biker magnet of late. Like moths to a flame, wayward motorcycle adventurers have somehow found their way to our doorstep over the last few years, eager to show us their photos, tell their stories—and possibly have such tales end up in the pages of the magazine.*

First was Uwe Diemer, who chucked his life in Switzerland for a wild trip through Africa, South America and, finally, the United States. Uwe's "Touring the World on Five Liters a Day" piece appeared in our July 1997 issue. Then came Keith Kimber and Tania Brown, whose stories of their 18-year, two-up, world-tour odyssey aboard a CX500 Honda appeared in our April 1999 and 2001 issues. And then came Fernando Valsesia, a fun-loving Argentinean who appeared on our doorstep with the funkiest-looking ST1100 we'd ever seen—along with what turned out to be a wonderful, 100,000-mile, five-year world-tour story that appeared in our November 2000 issue.

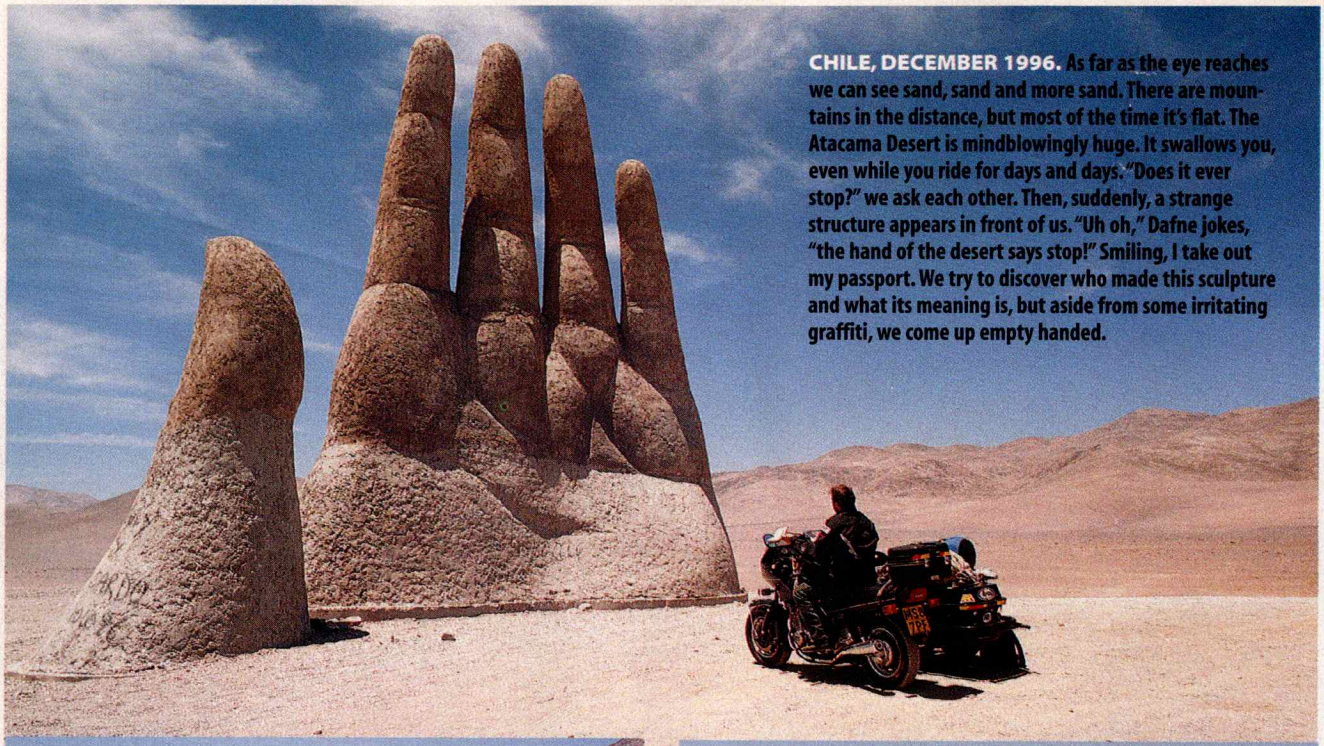
So we weren't surprised when Rob (47) and Dafne (34) de Jong contacted us and asked to drop by to show us their photographic archive chronicling their recent tour around the globe—on a sidecar, no less. The couple left their Rotterdam, Netherlands, home four years ago with a heady desire to see the world. And see it they have, finishing their first full circle last November.



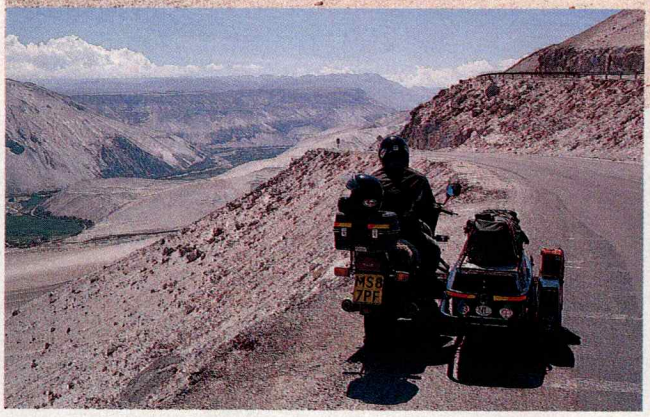
SOUTH AFRICA

UGANDA

INDIA



CHILE, DECEMBER 1996. As far as the eye reaches we can see sand, sand and more sand. There are mountains in the distance, but most of the time it's flat. The Atacama Desert is mindblowingly huge. It swallows you, even while you ride for days and days. "Does it ever stop?" we ask each other. Then, suddenly, a strange structure appears in front of us. "Uh oh," Dafne jokes, "the hand of the desert says stop!" Smiling, I take out my passport. We try to discover who made this sculpture and what its meaning is, but aside from some irritating graffiti, we come up empty handed.



BOLIVIA, MARCH 1997. The Andes Mountains bordering the Atacama Desert in South America is, to us, the most beautiful place on earth. The tarred roads are good, yet much of the area is unspoiled, and as you come out of the mountains you begin to feel the heat of the desert and to see snow-capped peaks in the distance. While whizzing down one particular road winding our way down into a valley, a car tried to keep us in sight, but soon had to let us go—too fast. We were stopped a few miles later by a policeman who'd been watching us from below. He was startled when Dafne, who was driving, took off her helmet. He said literally that, "we were using too much speed." Dafne just smiled and pointed to the speedometer, explaining in some kind of Spanish that our sidecar was capable of doing 240 kilometers per hour, but we were taking it slowly because we still had a long way to go. The cop grinned, touched his cap, and began writing out a ticket—for the driver of the car, whom he'd ordered to stop behind us.

CHILE, DECEMBER 1996. We've had all kinds of strange things offered to us. Mostly animals, such as monkeys, sloths and sheep, but also windshield wipers and refrigerators. One man in Nicaragua asked us to take his six-month-old baby boy, and in the United States we were offered guns. This man has, hopefully, just slaughtered a small goat. He shelters it from the fierce sun in his little shack, where the other half of his goat hangs wrapped up to keep the flies away. As soon as the noise of an approaching vehicle reaches his ear he jumps up to display his wares.

PERU, APRIL 1997. In South America we often camped at gas stations, most of which are truck stops with showers and a small restaurant. A few memorable times, though, we camped on the beach. This particular spot was at Puerto Inca, only a few feet from the historic remains of an Inca port where food (mostly fish) was conserved in holes in the ground after ships had brought it in. Occasionally, an important message would arrive, which had to then be rushed to the rulers of the empire in Cuzco and Machu Picchu. To do this, the Incas had set up manned posts every four to five miles for the 150-mile stretch of road, along which runners would take the news within 24 hours.

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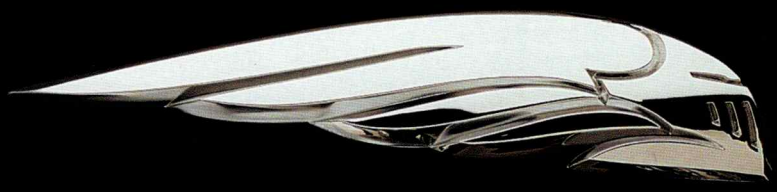

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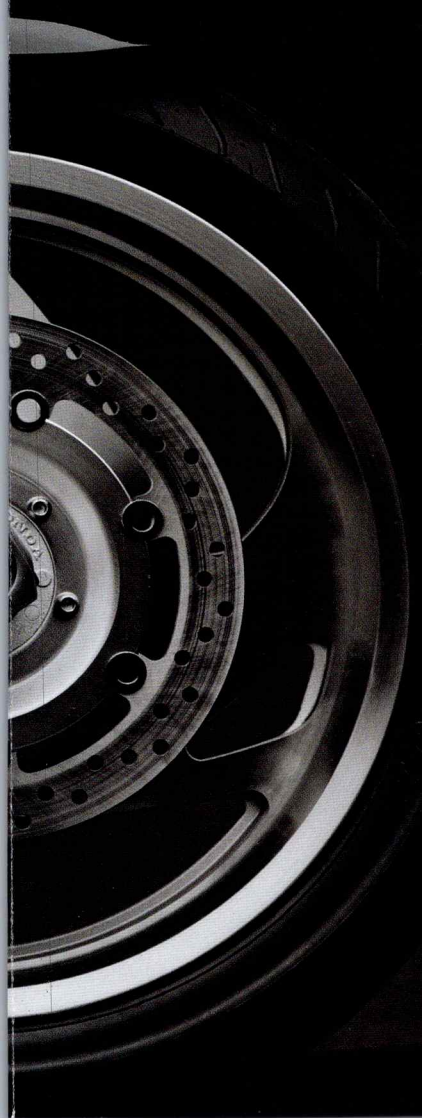

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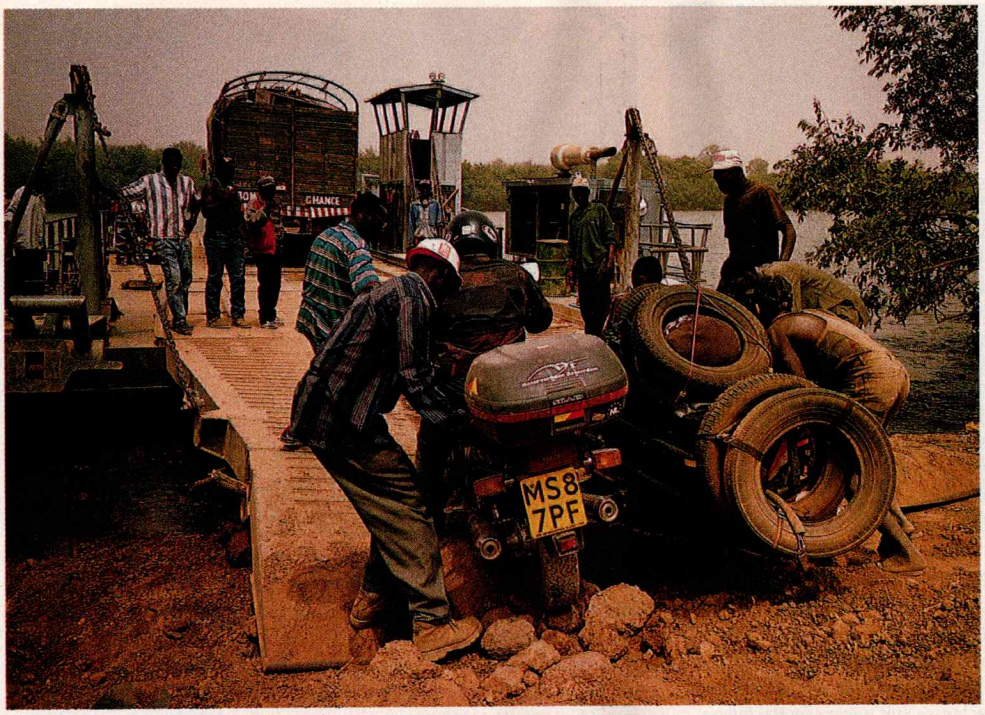
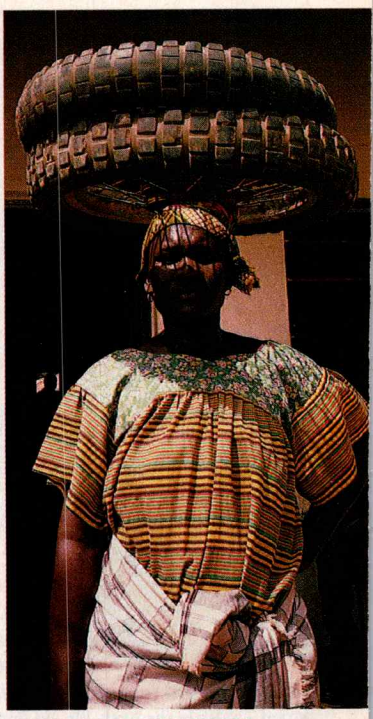
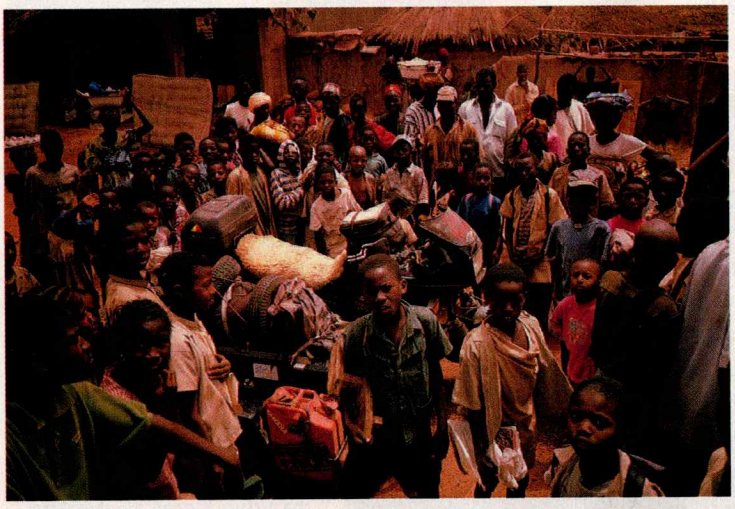


GUINEA, WEST AFRICA, MARCH 1998. The most criminal river crossing ever. The "ferry" had just been repaired after it had tipped over, losing a truck in the depths of the water. Three men were needed to make the "thing" move along the chain that ran across the water. One turned the handle, the second slammed the chain on the sprocket, while the third held a stick in the water to do some steering. We had to pay a criminal price, and (as this was the country where we were first arrested by Customs and later on had to deal with corrupt police who tried to confiscate our cameras) this picture is not one of happy memories.



GUINEA BISSAU, WEST AFRICA, FEBRUARY 1998. In Africa, everything is transported "by back," "by head" or "by bicycle." In Malawi, wood sellers stack chopped branches ingeniously between four sticks mounted on the carrier racks of their bikes. The stacks are so big they reach over the riders' heads. They are also so heavy that many can't make it uphill and end up pushing. We saw quite a few lose control because of the load while whizzing downhill. We took numerous pictures of people moving along the road. Being motorcyclists, this one is our favorite.



GUINEA, WEST AFRICA, MARCH 1998. In most of Africa, but surely also in Pakistan, India and Nepal, you meet people as soon as you touch the brakes of your bike. Even if you don't want to meet them, they'll be there; either sitting next to you, or opposite you, usually grinning because they don't speak your language. They won't leave because it's impolite to leave a guest alone, or because of curiosity, since it's not every day they get to see a *mzungu* (white man).

In Siguiri, we decided to eat something in a small eatery—that is, once we made it through the mob that surrounded us. The whole street was soon blocked, cars hooting. We thought we were in trouble as we detected a police uniform in the distance, but we never expected he'd take out a whip and start beating around with it.

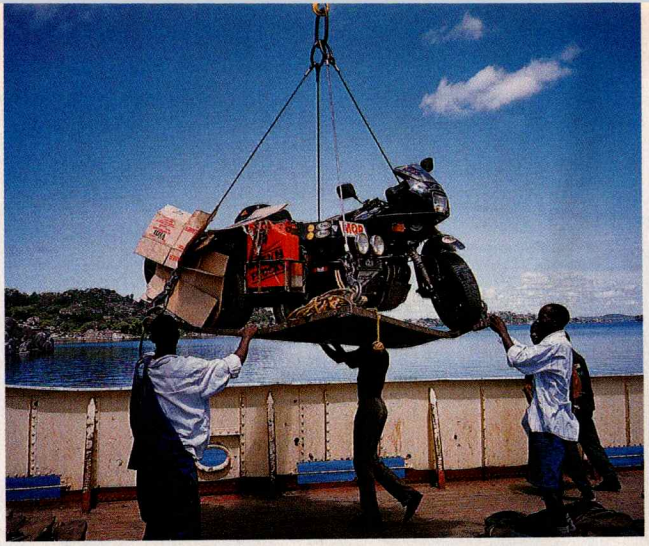
MALI, WEST AFRICA, APRIL 1998. In Mali, we were invited to visit a small rural village. We first had to see the chief, an elderly man with a wrinkled face dressed in a once-white T-shirt. He sat on a bench made of branches covered with goatskin. We were not allowed to speak to him directly; we found this out as the chief spoke to the next elderly in line, who repeated his words to someone younger in line and so on until the youngest was reached, who translated the words for us from tribal Banbarra into French. Before we left we were presented with a gift of the village and, as we knew it would be considered impolite to refuse it, we tied down the chicken on the rack on our sidecar to take back to Bamako, where the next day we had a tiny barbecue with some friends from Switzerland.

SOUTH AFRICA, AUGUST 1998; ZIMBABWE, SOUTHERN AFRICA, JANUARY 1999. In Tanzania, we'd heard there were hyenas around. Once, Dafne tried to jump over me through the small entrance of our tent, just as I was taking out my contact lenses; she'd heard a noise in the bush. We did find my lenses, but never saw the hyena (the only animal that we've been afraid of because of its lethal jaws and intrepid manner). We were warned of animals many times: kangaroos in Australia, bears in Canada, keas in New Zealand. Once we heard the coughing sound of a leopard near our tent at night in India. Another time a noise in the bush was a wandering cow. We also had a close encounter with a hippo; it dived under our boat while out on a fishing trip in Zimbabwe. But most of the time we enjoyed our meetings with nature, and sometimes, as with this elephant, even while sitting on the buddy seat of our Yammie.

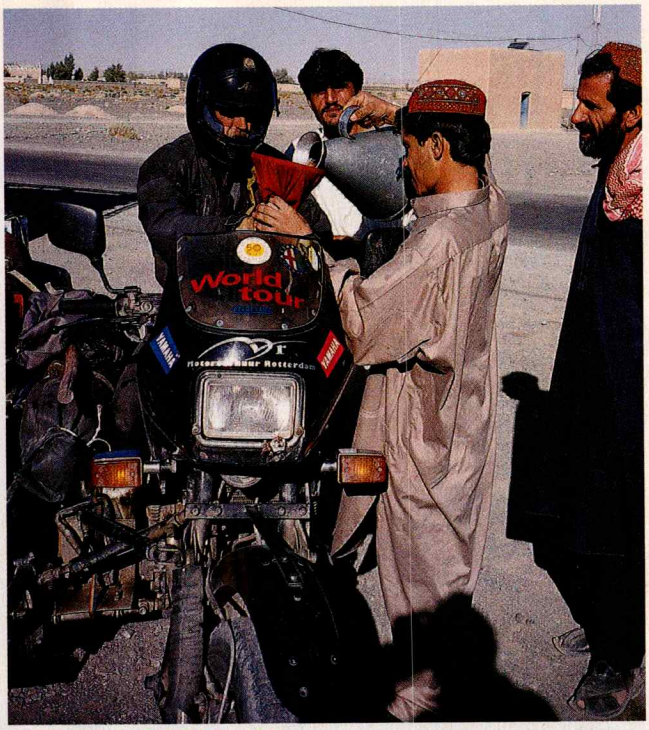
NAMIBIA, SOUTHERN AFRICA, DECEMBER 1998. Asking for directions becomes second nature to any world traveler, and is an important part of any world tour. In northern South America, where road signs are often nonexistent, folks will swing their arms into the air every time you ask them if it's this or that road you have to take. In India, they will shake their heads, not like we do, but from shoulder to shoulder, and say, "Me no English!" The metal box atop the sidecar was given to us in South Africa, as we would soon enter the rainy season and this way we could keep the luggage on top dry. The box was too big and too heavy, however, and in Kenya we made a poor family very happy with it.

TANZANIA, EAST AFRICA, APRIL 1999. We'd always wanted to drive around Lake Victoria, though the roads off the beaten track in Tanzania are not so good, and become quite impassable during the rainy season. Too many times people had told us a particular road would be too bad for us, and too many times we'd passed without problems. This time was different, though. Mud was everywhere! Our Yammie pulled the sidecar through the muddy waterhole in the background, where the road was washed away. The trucks had been standing there for nearly a week already, and further uphill a bus was tied with ropes to a tree to keep it from sliding into the bush. We were the only ones that made it through that day, and, of course, the many helping hands wanted to be filled with money.

MALAWI, EAST AFRICA, MARCH 1999. You drive through a village in Africa and see the most beautiful pictures around you. But as soon as you stop to get your camera out, you're mobbed, and the picture is gone. We therefore always carried a small autofocus camera in one of our pockets to shoot while riding. In some African countries it is very hard to take photographs of people; in others you are quickly running out of film because everybody wants to be photographed. These guys had been following us for a while and thought this picture was the best reward ever.

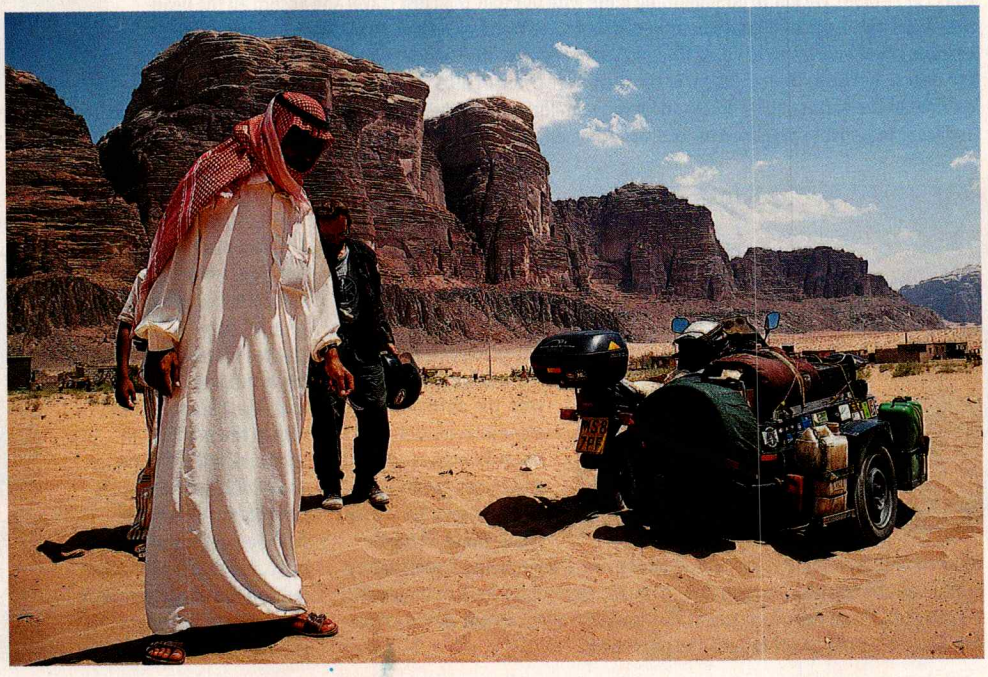


TANZANIA, EASTERN AFRICA, APRIL 1999. We made it to Mwanza at the south end of Lake Victoria, but decided to not ride around the western part of the lake since the roads over there would be even worse—and the situations in the Congo and Rwanda were not overly inviting. The ship that took us and our Yammie across the lake was an old cruise ship with separated classes called the Titanic Africana. Our Yammie was carefully placed on the deck in third class, and we think it was superstition that kept the crowd away this time; seems one of the crew had let the word go around that our sidecar was a coffin.

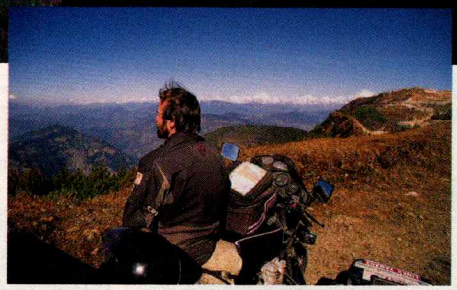


PAKISTAN, OCTOBER 1999. We'd seen them running through the desert, worn out men with bent backs, carrying as many as four five-gallon jerrycans on sticks over their shoulders. With gas costing next to nothing in Iran, being 12 times that price in Pakistan, and with Baluchistan being a tribal area in which Pakistan law and order do not exist, this is the perfect place for a smuggling business to thrive. As far as 500 miles from the border, the smugglers have strangled the gas stations and, needing gas desperately, we pulled over to ask for help. The man shakes his head when I point at the pump. "Irani?" I try carefully, and out of an adjacent shack the gas is taken from five-gallon cans and filtered by cloth before running through the funnel into our gas tank.

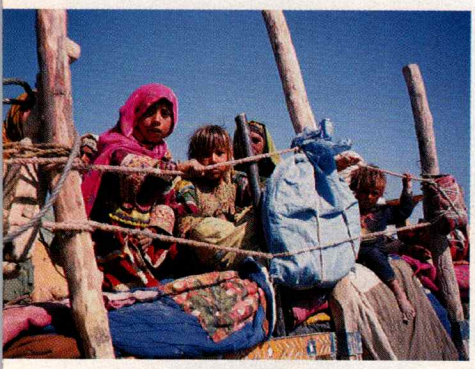
SYRIA, AUGUST 1999. In Syria we met the nicest and most honest people. Must have something to do with Big Brother, who is constantly watching all and everybody, and crushes those who disagree under the iron fist of the regime. "If you do not display Assat in your house you will be frequently visited by secret police," we were told. Damascus is a magic city where you walk straight into history. We were invited for tea in a weavery where the heavy goat-wool material for Bedouin tents was being woven. We simply could not get enough of the Souk (marketplace in Cairo), which is full of narrow alleys, little shops and colorful people. Unlike many West African mosques, Christians are welcome in the Omayad mosque in Damascus.



JORDAN, AUGUST 1999. This is Wadi Rum, Lawrence of Arabia's favorite place, and the most beautiful desert we've ever seen. We'd dreamed about riding off-road bikes in this desert, and of course had to see for ourselves if warnings that our sidecar couldn't make it in the sand were legitimate. Well? As long as I kept the throttle at full, we'd keep moving, though deeper and deeper. We needed the help of a four-by-four vehicle to be pulled out. "I told you so," the Arab is saying, "look what you've done."

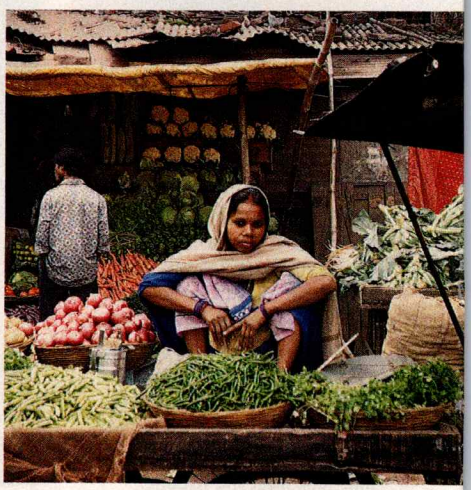


INDIA, NOVEMBER 1999. Today, tomorrow, next week, next year, there are children as young as six years old walking over the snowy winter passes of the Himalayas, from occupied Tibet to Nepal, to be free. Those who make it may end up in Mussoorie, India, where they are given a permanent home and a new future by the THF and SOS Children's Villages. During the five years of preparation for our trip (1991–1996), we got to do something more with our tour than just travel and absorb all the beauties of the world. Out of it grew our project called, "The World on a Children's Drawing…to connect children worldwide by exchanging their drawings." Among the children we visited are the richest of the richest, but also street children, or those who are dying of AIDS (Zambia), children of war (Uganda), children of the earthquake (Turkey) and refugee children from Tibet (India). It's a work of love, to bring them messages of friendship from all around the world, and work together to prepare new messages that will travel along with us in our sidecar as we continue our journey.



PAKISTAN, OCTOBER 1999. Baluchistan is one of the harshest places we've come through on our tour. You know it's not going to be easy the instant you meet with the unfriendly environment, deteriorated one-lane roads and tough people—however colorful it may seem. These Nomadic children and their mother are sitting on top of a trailer (being pulled not by buffalo but by tractor) transporting them and their household to their winter grounds. There were as many as five tractor-trailer combos riding in convoy, and we had to go off the road to pass them.

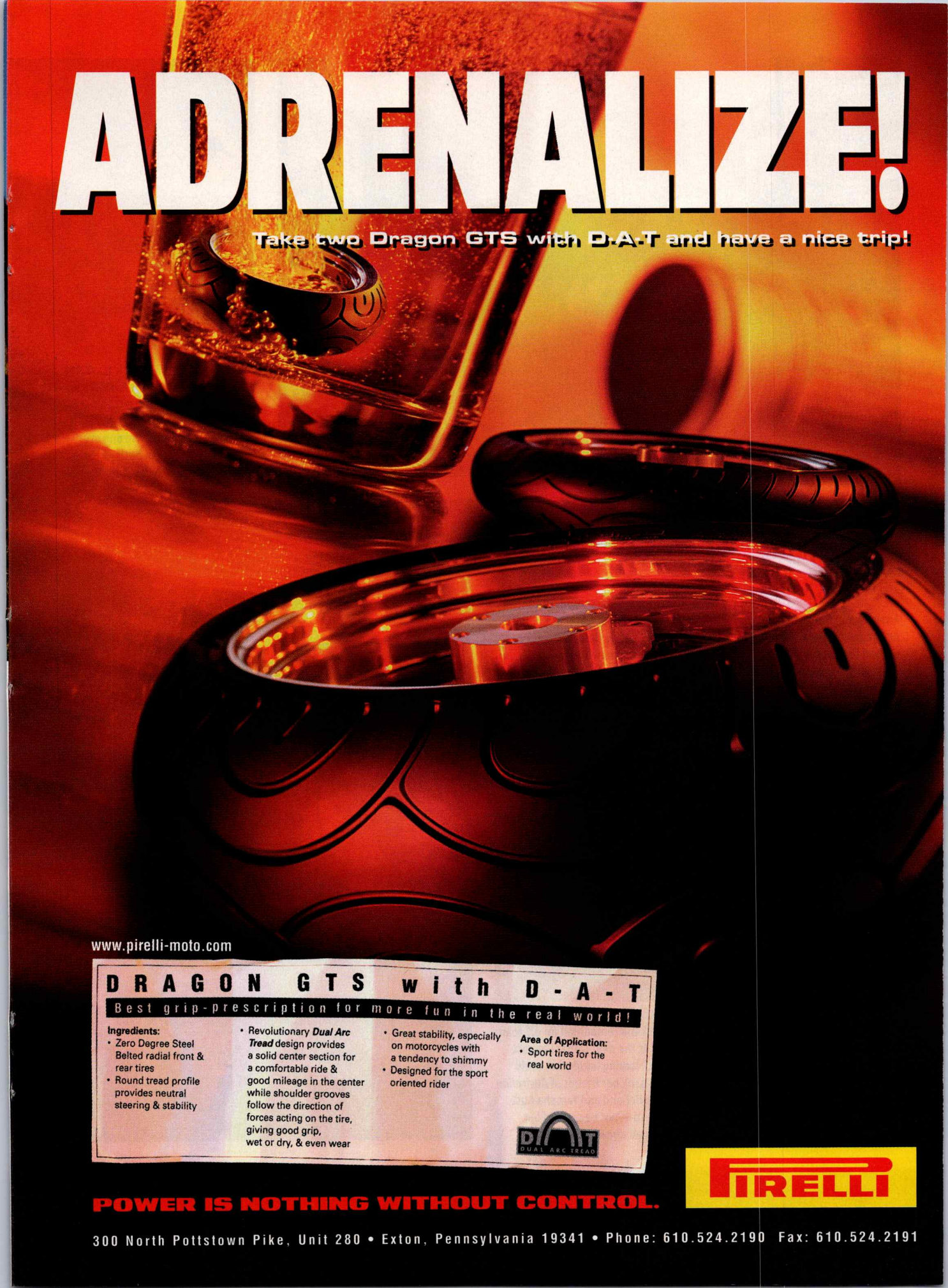
INDIA, JANUARY 2000. In Africa and South America you do not buy potatoes or tomatoes by the pound or kilo. On the ground, sheet or table, little stacks are made. Even fresh sardines (garnished with flies) are sold that way in the markets. In Varanasi, India, the tin in the middle of the table is the volume of beans or fruit you get for the listed price. You might think the lady on top of the wagon is also for sale, but that's just the way things are in India.



NEPAL

TURKEY

ZAMBIA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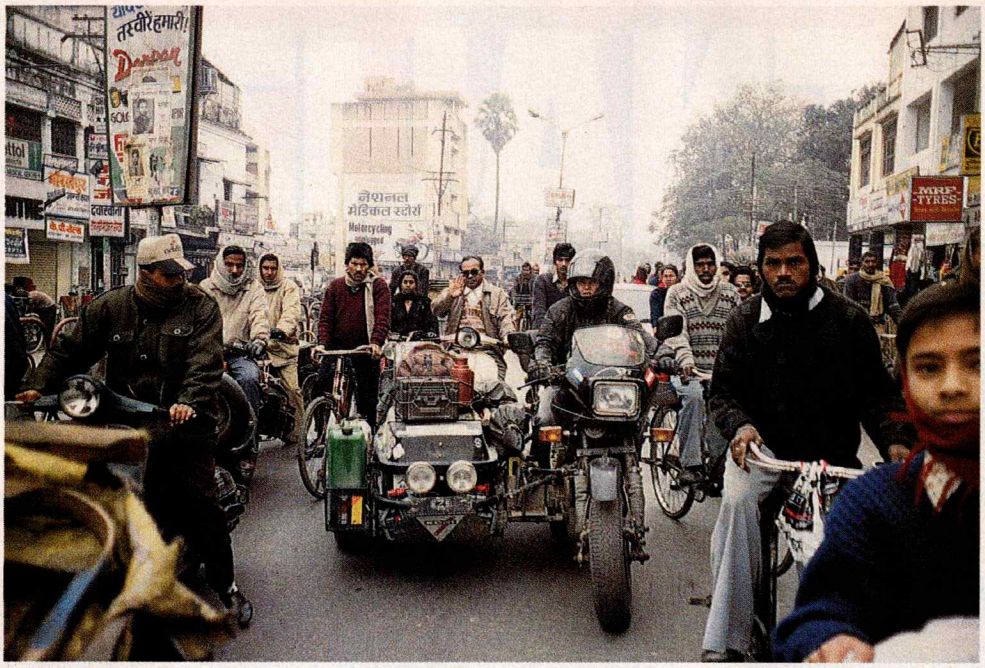
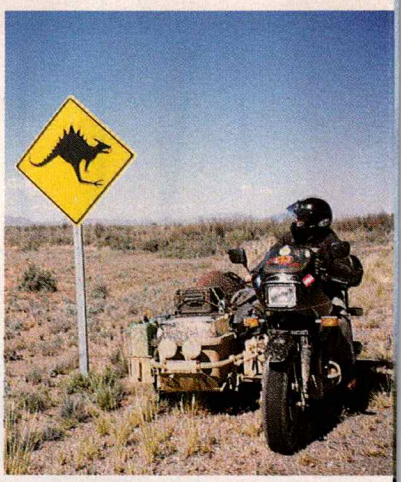


INDIA, JANUARY 2000. For the first time we plunge into what is known as Indian traffic: bicycle and moped rickshaws, bicycle carts, push wagons, donkey carts, cow carts, mopeds, small motorcycles, scooters, cars, minibuses, trucks, goats, sheep, cows, here and there an elephant—but most of all people, people and more people.



AUSTRALIA, APRIL 2000. G'day mate! We were told that Australia is the oldest continent on our planet. And though dinosaurs have long left our world, you might find one over here in the Australian outback. Or would it be a punker kangaroo?

AUSTRALIA, APRIL 2000. We came through the rainy seasons in Central America and Africa, but we'd never driven through so much water as in the Australian outback, where cyclone Rosita had flooded the desert. Sometimes we had to take a bypass through the bush, which was green and full of flowers. Once, with the water too deep and the bypass too muddy, the only way through was to clear the bush and make a road. Every time we came across a "water-hole" we took off shoes and socks to test the ground, and most of the times we came through the water without problems. Soon after we arrived at Ayers Rock, the road to Docker River and Giles Station was being closed, and the next four days we were stuck in Alice Springs with all roads around us flooded.

AUSTRALIA, MAY 2000. Fun down under. Yes, this is the Phillip Island GP circuit. With our 900cc Yamaha sidecar modified and remodified for off-road use, we were certainly flying—all over the track! At the next corner I almost lost Dafne, who was lying flat atop the sidecar and, lacking handgrips, could not return to the pillion fast enough. We have to thank our friends of *Australian Motorcycle News* for all the help, as well as Yamaha Holland and Yamaha Australia, who helped us overhaul our Yammie afterward—not because of our little race, but because of the 100,000-plus miles we'd already covered.

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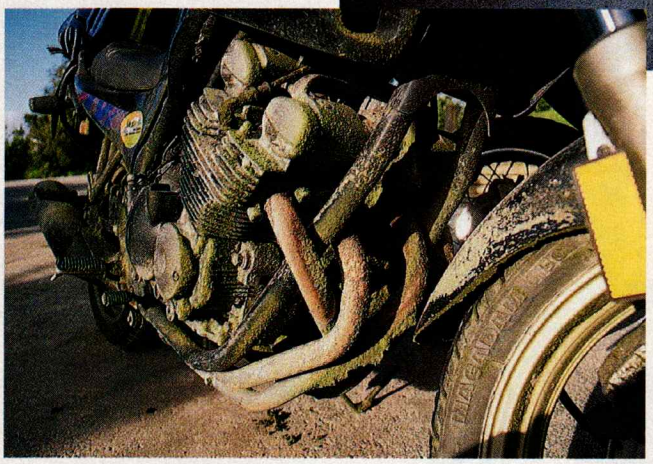
NEW ZEALAND, JUNE 2000. Thanks to New Zealand Motorcycle Rentals, we took two solo bikes around the Islands while our sidecar was shipped from Australia to Los Angeles. We felt like we were on vacation, and did all kinds of weird things, including bungee rocketing, hot-tubbing in freezing weather, and a geo tour with an archeologist. But best of all, we explored the country, camping in woolsheds or on farms if we were not invited at a "home stay" or bed and breakfast. We couldn't get enough of it.



NEW ZEALAND, JULY 2000. New Zealand is probably the only country in the world where a beach is officially a highway. The "road" leading to the 90-mile beach (no more than 90 kilometers long) is possibly even more spectacular than the beach itself, as you drive down a stream through a rapid river. (Unfortunately, we couldn't park the bikes and get the cameras out, so you'll have to go and see for yourself.) Not accessible at high tide, the ocean washes away the tracks left behind, and makes it possible for nature to come to terms with human motorized terror. You will have to come to terms with the ocean as well, for your bike will be covered in salt and algae, which means steam cleaner, soap and washing until you drop. Because this was the greatest day we had, it was well worth the work. (Note: You need special permission from New Zealand Motorcycle Rentals to take their bikes on the beach.)

CANADA, SEPTEMBER 2000. The 470-mile-long unpaved and unspoiled Dempster Highway treats us to an autumn feast of colors, decorated here and there with a snowflake, for it can snow any time of the year. We see caribou, who will begin moving to their winter grounds soon. Ground squirrels race over the road as soon as we are spotted, and we have to be careful around geese because they tend to stay put in the middle of the road. Riding roads like these are the greatest moments of our lives.

CANADA, SEPTEMBER 2000. "Are we going big next time?" With global positioning and the Internet making the world look smaller and smaller, the need to go out there and explore the world for yourself is more important than ever. You'll find out how big it is, no matter if you are walking, riding a motorcycle or even driving a huge mining machine. It's the feeling of being out there. You'll also find out that North America and Western Europe are not the world—we're just living on a small island of wealth.

AUSTRALIA, MAY 2000. Tangalooma Island, just off the East Coast of Australia, is a little paradise on earth. "Is there life after the journey?" I ask Dafne. The trip had all started as a dream, it had brought us together, and taken us far. "It will never stop," she says. "Life is a journey: You are born, you take a journey and you die." MC

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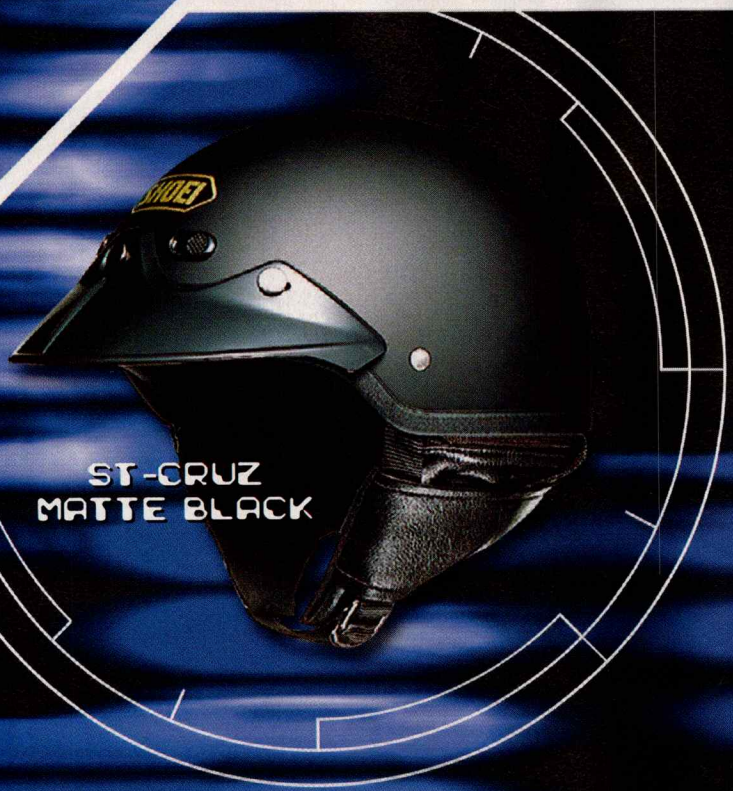

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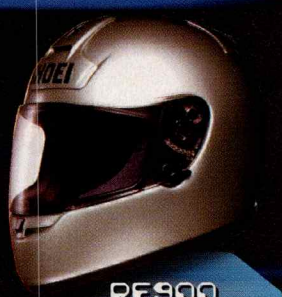

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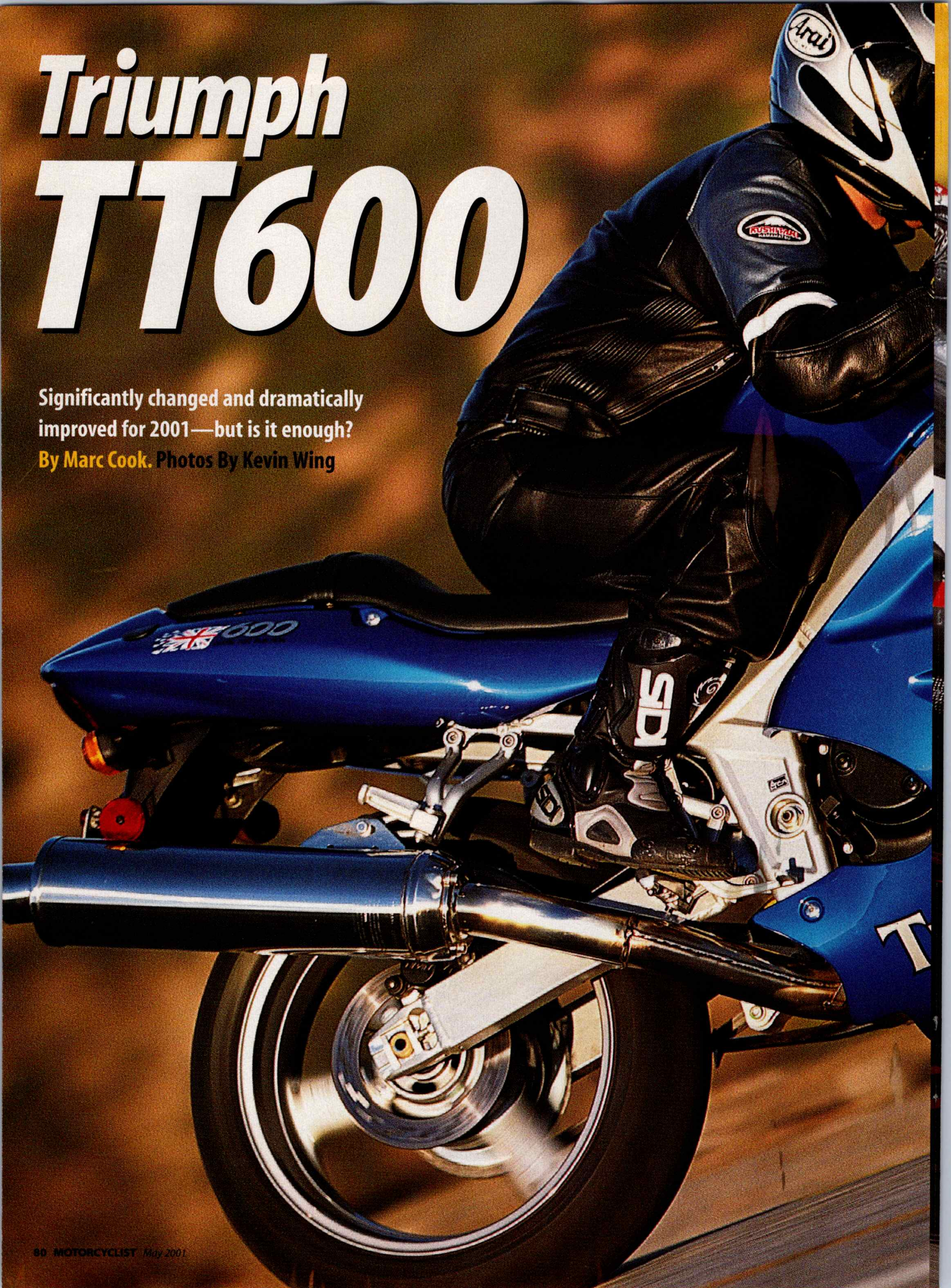
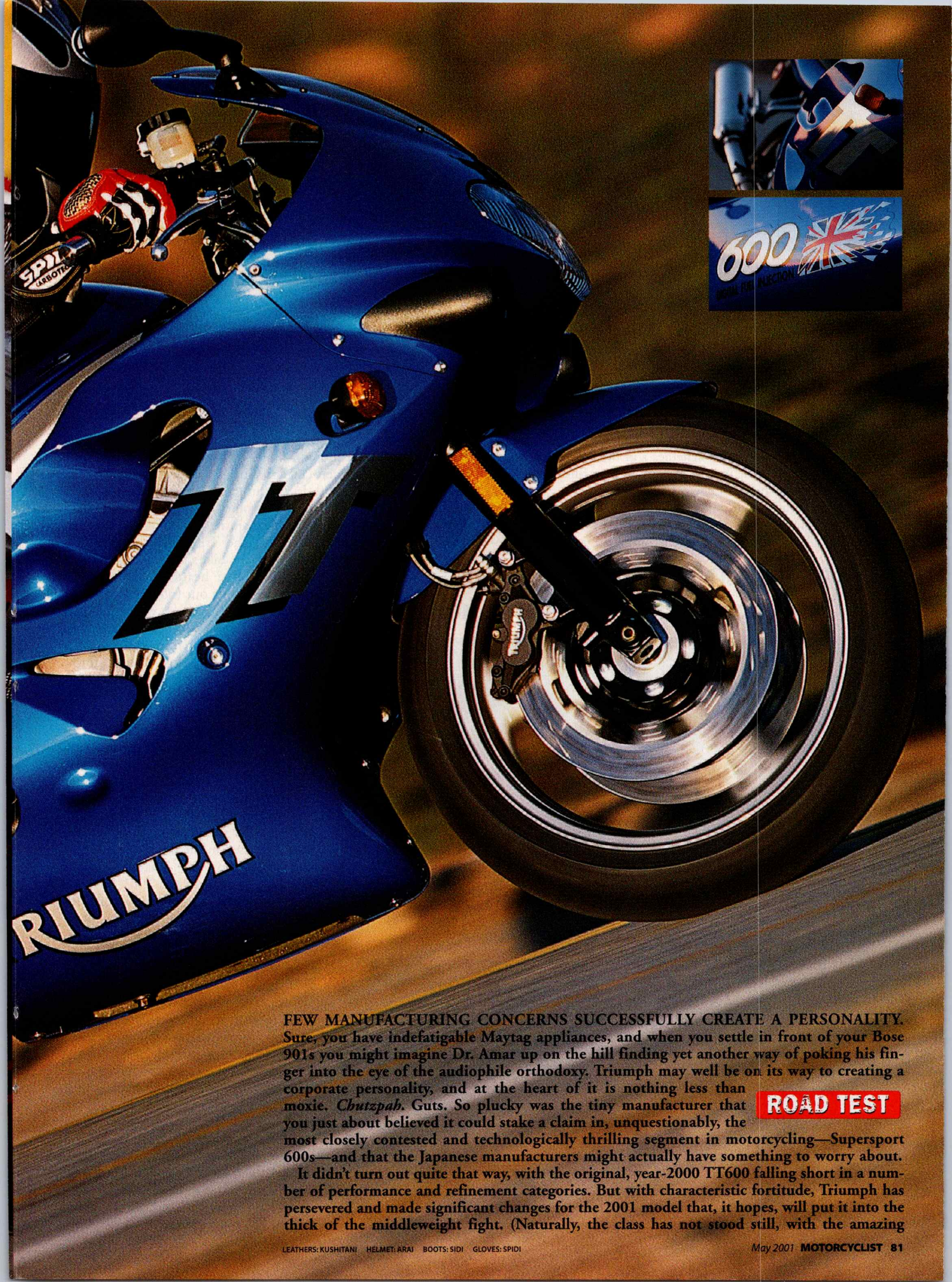
Triumph TT600

Significantly changed and dramatically improved for 2001—but is it enough?

By Marc Cook. Photos By Kevin Wing





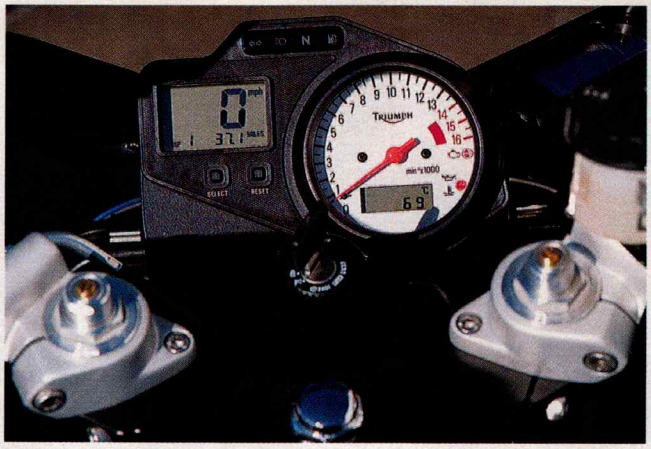
FEW MANUFACTURING CONCERNS SUCCESSFULLY CREATE A PERSONALITY. Sure, you have indefatigable Maytag appliances, and when you settle in front of your Bose 901s you might imagine Dr. Amar up on the hill finding yet another way of poking his finger into the eye of the audiophile orthodoxy. Triumph may well be on its way to creating a corporate personality, and at the heart of it is nothing less than moxie. *Chutzpah.* Guts. So plucky was the tiny manufacturer that you just about believed it could stake a claim in, unquestionably, the most closely contested and technologically thrilling segment in motorcycling—Supersport 600s—and that the Japanese manufacturers might actually have something to worry about.

ROAD TEST

It didn't turn out quite that way, with the original, year-2000 TT600 falling short in a number of performance and refinement categories. But with characteristic fortitude, Triumph has persevered and made significant changes for the 2001 model that, it hopes, will put it into the thick of the middleweight fight. (Naturally, the class has not stood still, with the amazing

LEATHERS: KUSHITANI HELMET: ARAI BOOTS: SIDI GLOVES: SPIDI

Robbie the Robot styling bolstered by small, fuzzy mirrors and Shop Vac-like ram-air intakes. Hey, at least the headlight's plenty bright.



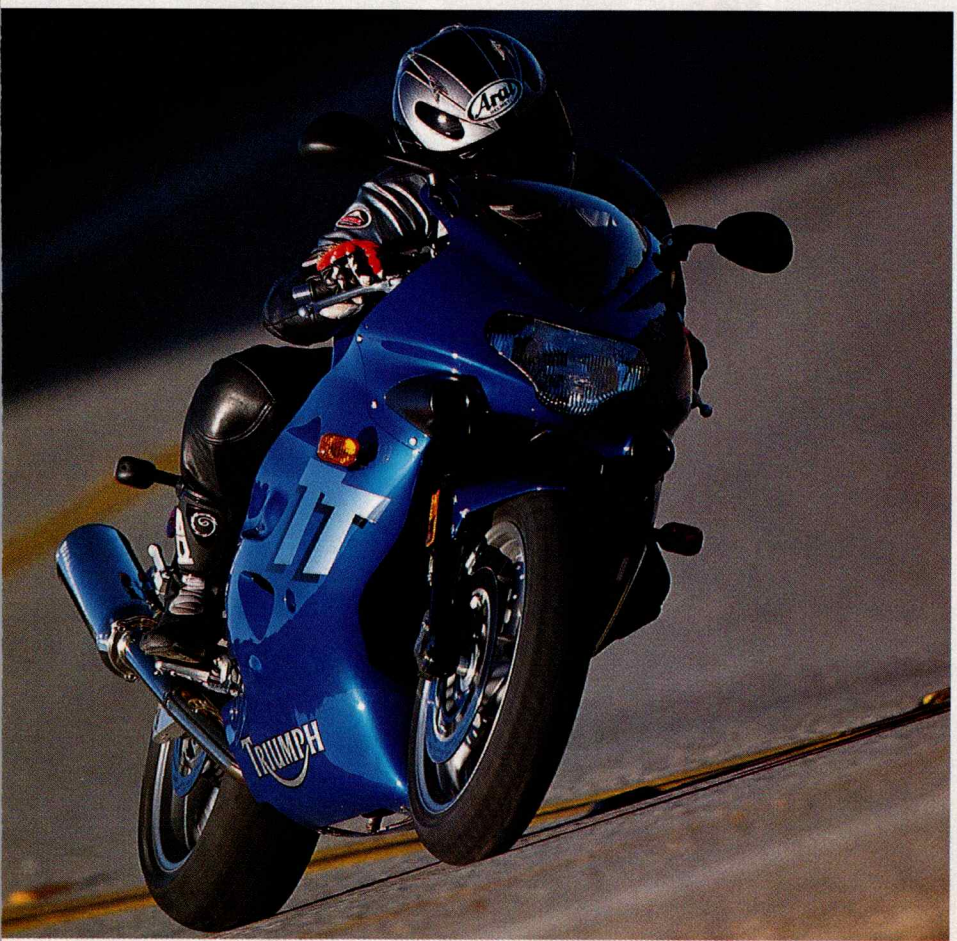
Tidy instrument package includes clock, dual tripmeters and temperature gauge. Don't be surprised to see 112 degrees C (234 degrees F). Hot stuff.

Honda CBR600F4i and Suzuki's potent GSX-R600 coming to join the real-world-oriented Kawasaki ZX-6R and the take-no-prisoners Yamaha YZF-R6.) Outwardly, little has changed on the 2001 TT, with new single-hue schemes and the previously black-powdercoated frame done in a silver hammertone finish. There's a new Triumph badge below the windscreen, also.

That's the small stuff. No question in our minds that Triumph's engineers (still preparing the Bonneville for launch and getting a head start on the much-rumored Daytona replacement) put in long hours civilizing the TT600's engine. On paper, the engine's specifications seem right with the times. Our 2000 model made 94.2 horsepower at 12,750 rpm and 40.4 foot-pounds of torque at 10,500 rpm. That was within one horsepower of the then-current CBR-F4 and a bit better than the previous GSX-R600. In the hunt, in other words.

Triumph was the first to fit electronic fuel injection to a 600, of course, but it's now among the majority as Honda and Suzuki opted for chips instead of jets. The Triumph's injection was blamed for the bike's miserable low-speed response. You've heard plenty about it from us regarding our (now retired) long-term TT, but the short version is that the old Triumph would blubber and stumble below 4000 rpm, often leaving its rider precariously close to becoming a hood ornament. Once past the trouble zone, the TT would spring to life with a ragged transition that was entirely too much effort to manage. The bike's on/off throttle response was also too abrupt. Finally, layering bitter icing on this cake of discontent, was an infuriating cold-start ritual that could take five to 10 tries to complete.

As always, the TT sports a responsive, quick-turning package that belies its heft.



Thankfully, this confection of ill will has been tossed in the dumpster due to a new fuel-injection tune. That's the official story—no changes to the 2001 bike but different programming. Unofficially, our sources tell us that Triumph has fitted new cams and a reworked exhaust header, all, presumably, in an attempt to salvage low-speed manners. (Indeed, with the 2000 model you could tell by the weird resonances in the airbox and the bike's unwillingness to accept large throttle openings at low speeds that its tuning was tailored for competitive high-end power.) These changes work. No longer does the TT pilot worry about getting rear-ended pulling away from stoplights, and the transition to and from trailing throttle is much smoother than before. As good as the other 600s? Actually, no. The Honda F4i and the Suzuki GSX-R both feature better-mannered throttle response.

The TT engine has paid dearly for the low-end cleanup, however. Our low-

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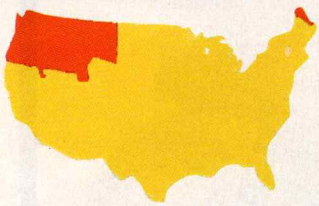

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190/50ZR17	145.95
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AVON

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120/70X17	129.95
Pilot Sport Rear	
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160/60ZR17	128.95
170/60ZR17	135.95
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100/90H19	WWW	75.95
110/90H19		64.95
80/90H21		64.95
MH90H21		65.95
MH90H21	WWW	89.95
Venom X Rear		
140/90H15		$82.95
150/90H15		108.95
150/90V15		89.95
170/80H15		92.95
MT90H16		83.95
MT90H16	NWW	92.95
MT90H16	WWW	93.95
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140/90H16	WWW	98.95
150/80H16		94.95
160/80H16		116.95

WWW = Wide Whitewall
NWW = Narrow Whitewall

Ad #501TEXM. Prices illustrative as of June issue deadline. Delivery charges extra. Errors subject to correction.

Four-piston calipers grip floating discs for what are among the best brakes in the class. A Kayaba fork uses an aluminum cartridge to save weight.

mileage test bike (fewer than 1000 miles before hitting the dyno) showed a slight improvement in torque at 3250 rpm—right where the old bike fell into a hole—and the torque curve itself is a bit less jagged up to 7500 rpm. But everywhere else, the previous bike was more powerful. At peak, the 2001-spec bike is down 3.1 horsepower (with 91.1 hp @ 12,750 rpm) and 1.2 foot-pounds (with 39.2 hp @ 11,250 rpm) from the 2000 model, though unexpectedly it revs another 500 rpm before center-punching the rev limiter. These differences may sound inconsequential, but the Triumph is likely to be the least-powerful 2001 Supersport 600 in the land—surely not what the company had in mind.

Dyno numbers don't always accurately predict a bike's streetability, and that's the case here. Generally, the TT comes across as reasonably powerful and composed, with enough midrange grunt to make rowing the slightly notchy transmission mostly optional. If you're intent on making the

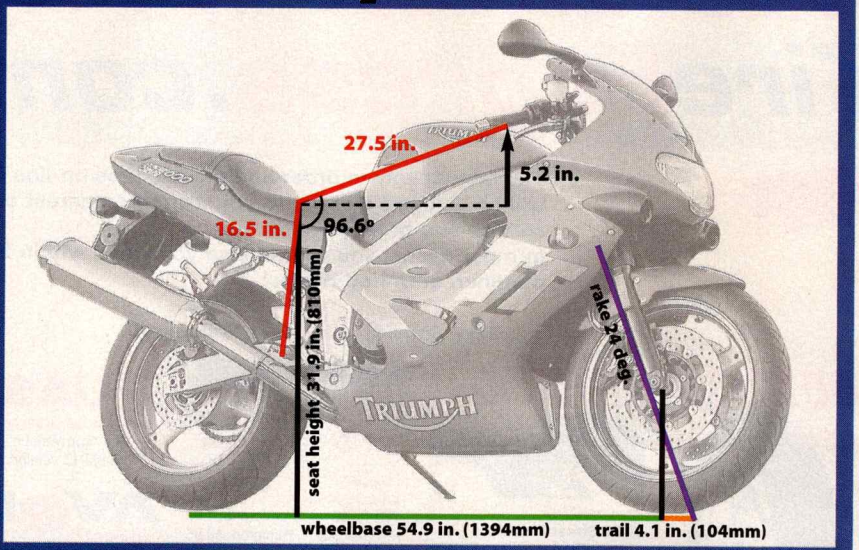
Cheers & Jeers

TRIUMPH TT600

Engine	6	*Improved but lacking punch, buzzy*
Drivetrain	8	*Smooth clutch and good gear-change*
Handling	9	*Among the best; light, agile, accessible*
Braking	9	*Powerful yet easy to modulate*
Ride	8	*Good sport-/general-use compromise*
Ergonomics	7	*Fine seat/bar but too tight in the legs*
Features	7	*Not Spartan, but not lavish either*
Refinement	6	*Better than 2000, but a ways to go*
Value	6	*Up against cheaper Japanese 600s*
Fun Factor	7	*Good canyon-carver, delight on the track*

verdict: *Triumph's second-year TT600 overcomes many first-season shortcomings with useful engine and fuel-injection mods. Fine handling, but the TT exists in a class below today's top 600s yet above the budget middleweights.*

Triumph TT600



MSRP **$8299**
Warranty ..... **12 mos., unlimited miles**
Colors ..... **blue, silver/blue, yellow**

ENGINE

Type ..... **liquid-cooled inline-four**
Valve arrangement .. **dohc, 16v**
Bore x stroke ..... **68.0 x 41.3mm**
Displacement **599cc**
Compression ratio ... **12.3:1**
Carburetion ..... **Sagem fuel injection**
Transmission **6-speed**
Final drive ..... **#525 chain**

details, details...

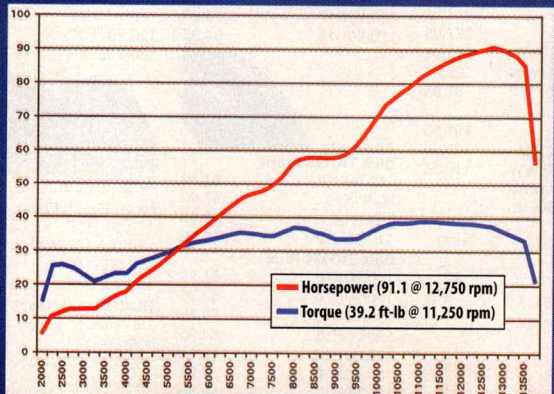
- Weird, oblong mirrors are marginal at best
- Big, firm seat good for the long haul
- Cooling-fan run-on mercifully eradicated
- Low-fuel light means business... don't push it past 20 miles or so

CHASSIS

Frame ..... **twin-spar aluminum**
Weight ..... **456 lb. (wet)**
427 lb. (fuel tank empty)
Fuel capacity ..... **4.8 gal. (18L)**
Suspension, front ... **43mm cartridge fork adjustable for, spring preload, compression and rebound damping**
Suspension, rear .... **single shock adjustable for spring preload, compression and rebound damping**
Brake, front ..... **dual four-piston calipers, 310mm discs**
Brake, rear ..... **single four-piston caliper, 220 mm disc**
Tire, front ..... **120/70ZR17 Bridgestone BT010**
Tire, rear ..... **180/55ZR17 Bridgestone BT010**

PERFORMANCE

Corrected 1/4-mile* **11.23 sec. @ 121.33 mph**
0-60 mph ..... **3.51 sec.**
0-100 mph ..... **7.93 sec.**
Top-gear roll-on, 60-80 mph ..... **4.59 sec.**
Top speed ..... **146 mph**
Power to weight ratio** ..... **6.9 lb/hp**
Fuel mileage (low/high/average) **32/42/38**
Cruising range (exc. reserve) ..... **146 miles**

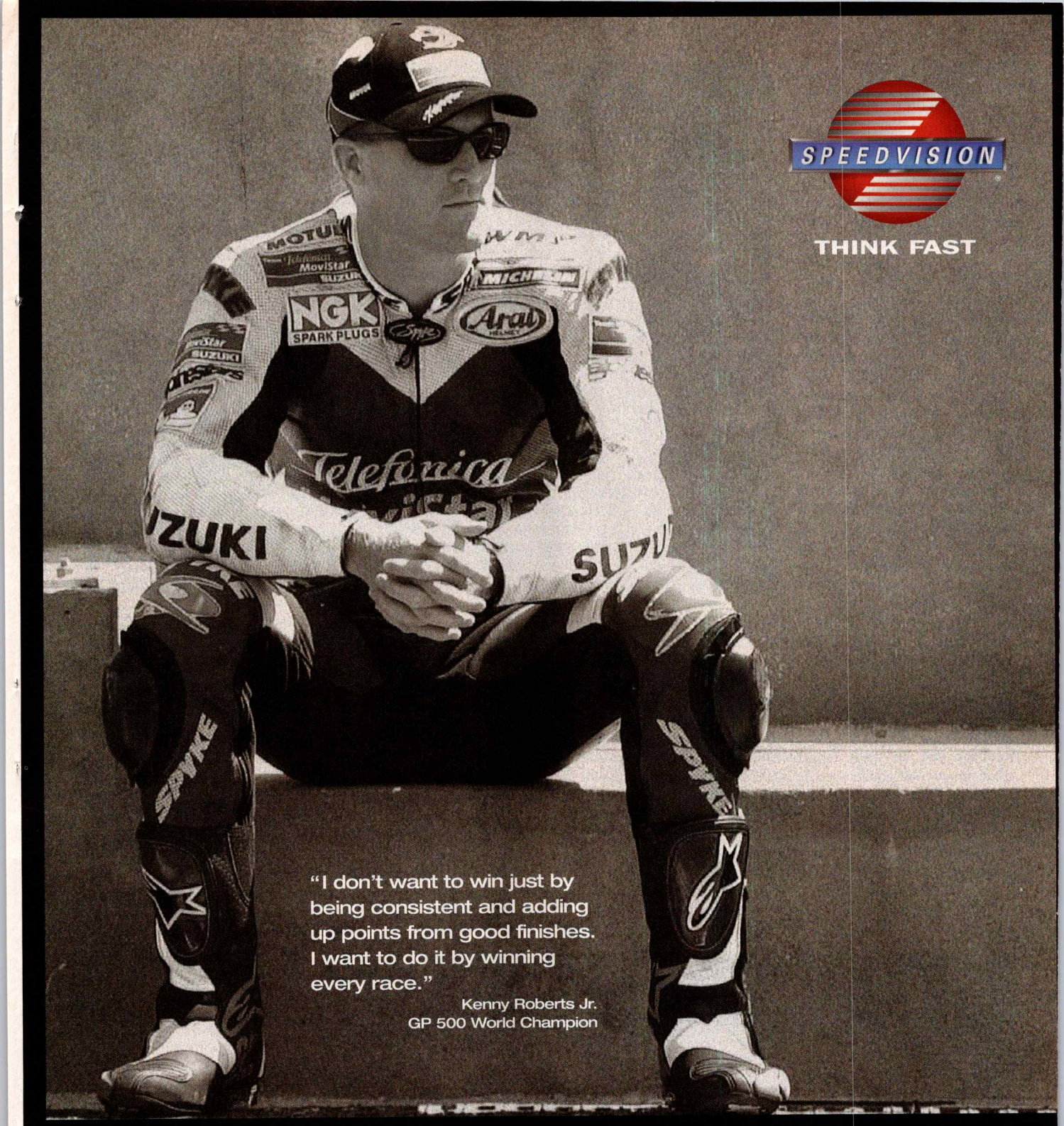


test notes

- Low-speed throttle response has been dramatically improved on the 2001 bike.
- At the bottom of the rev range, the 2001 TT proves stouter and more predictable, but our test bike was weaker than the 2000 bike and *all* of the major 600s.

*Performance with test-session weather conditions corrected to sea-level standard conditions (59 degrees F, 29.92 in. of mercury)

**Wet weight plus 170 lb. rider divided by measured horsepower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LeMans, France - Sun., May 20 9pm

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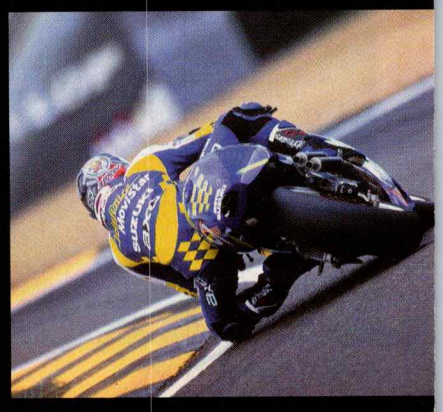


best progress, you'll need to keep the engine humming between 10,000 rpm and the 14,000-rpm redline. Unfortunately, the TT's engine is coarse at the upper end of the rev range and you'll soon tire of listening to grating noises and experiencing vibration-numbed extremities. (At more reasonable revs, the engine is fairly smooth, though it's nowhere near as silky as Kawasaki's turbinelike ZX-6R's or the new GSX-R's.) And though the fuel injection is vastly improved over the 2000 bike's, there remains the usual lurch when you roll the throttle open. This trait is more pronounced in the lower gears and diminishes once you're beyond third.

There may be nits to pick with the TT's engine, but we're hard-pressed to find a lot wrong with the bike's chassis. As always, the TT sports a responsive, quick-turning package that belies its heft. Full of fuel, our test bike weighed 456 pounds, translating to 427 pounds with an empty tank. Tubby. The lightest 600, Yamaha's R6, weighs all of 425 pounds wet. For that matter, the TT is heavier than all but one of the current liter-class sportbikes. (And to think Triumph claims a dry weight of 374 pounds. Cheeky lads!) But it hides the weight well, with what is arguably the lowest steering effort of all current 600s that's also, thankfully, mated to neutral responses and loads of feedback. You can really fling the bike around and know exactly what the contact patches are doing. On extremely tight, technical roads, the TT's rider will be enjoying the view and thinking about lunch as the pilot of, say, a GSX-R600 will be concentrating on just how to overtake the bloke on the Triumph. Faster roads even the score, as the TT's significant weight and slight horsepower shortcomings begin to surface, blunting acceleration.

Heartfelt praise for the Triumph's finely calibrated suspension (it's composed on the track, compliant on the street) and powerful, progressive brakes. Consider them as good as Yamaha's superb R1/R6 binders and know that you'll probably find a suspension setting to match your weight and skill level. We've put a fair number of racetrack laps on the TT and can find precious few faults with the bike's behavior. Generous cornering clearance allied to sticky Bridgestone BT010 tires provides a big confidence boost and leaves you to concentrate on your technique. Chassiswise, the Hinckley boys did, as they might allow, a smashing job.

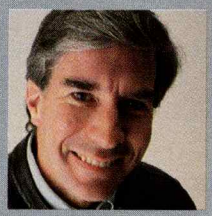
When the TT was being developed, the target was clearly Honda's CBR600F3 (and later the F4), a bike that straddled the do-everything role that seems to be the CBR's heritage (and joined by bikes such as the Kawasaki ZX-6 and the Yamaha YZF600R) and sharper-focus bikes like the ZX-6R and the R6. In fitting this niche, the TT gets reasonable ergonomics (spoiled only by a tight seat/peg relationship), adequate passenger accommodations, an excellent seat and good weather protection. All very nice touches that make the bike pleasant for daily use.

Now, however, the field has moved on, with the new Honda becoming more sporting, though it's still got a way to go before hitting the R6's ergo neighborhood. This leaves the ZX-6R as the Triumph's closest conceptual competition against which, take it from us, the TT600 gets positively whipped. The Zed-X is a faster, smoother, lighter motorcycle that is among the best all-around 600s you can buy. Worse, at $8299, the Triumph is priced *above* its Japanese competition by as much as $200. In a cultural vacuum, we'd praise Triumph for a good first effort and, more convincingly, for stepping up and fixing its new child's most glaring problems. But this is a tough category, resolutely cutthroat and intensely competitive. Moxie alone is not enough. MC

Off the Record

boehm
Age: 38
Height: 6 ft.
Weight: 225 lb.
Inseam: 32 in.
Favorite British Band: Dire Straits

Whatever Triumph did to its 2001-spec TT600 (officially only an f-i remap, but rumors abound about new cams and other hardware), it sure made a difference. Off-the-bottom response—the '00-spec bike's critical fault—is now nearly as good as any 600 out there, and though there remains some midrange weakness, the bike now runs quite well. Coupled with great suspension, strong brakes and crisp steering manners, the bike is finally ready for prime time. Although it's still a step behind the other top-shelf 600s in most areas of performance (we'll take a comprehensive look at the entire 600cc sport class in the coming months), the bike remains a good choice for 600cc fans with a bit of Brit-blood in their veins—or those who simply want to stand out from the crowd. I just wonder how many of them are out there. ***—Mitch Boehm***



smith
Age: 48
Height: 5 ft. 10 in.
Weight: 185 lb.
Inseam: 31 in.
Favorite British Band: The Beatles

In its latest form of techno-fettle, Triumph's 600 sportbike finally measures up pretty well to the cripplingly tough standards of the class. It has power, handling, comfort, looks . . . the major bases are all covered. In fact, I especially like the riding position and the view out over the racy-simple bubble, the slightly edgy engine presence (though running vibes are fine), the steering manners and the brake feel.

The last obvious area where I'd say development attention could still go is the subtle interplay of throttle response and clutch takeup. The twistgrip can exaggerate your orders, and the lever can move the engagement point around on you, depending. Neither effect is especially bad on its own, but they conspire to make in-traffic pottering more dramatic and jerky than you really want.

Outside of that, I commend Triumph on grooming the TT600 to the point where there are no longer glaring reasons to shy away from it. All it needs now is a glaring reason to favor it over the established players. ***—Kevin Smith***

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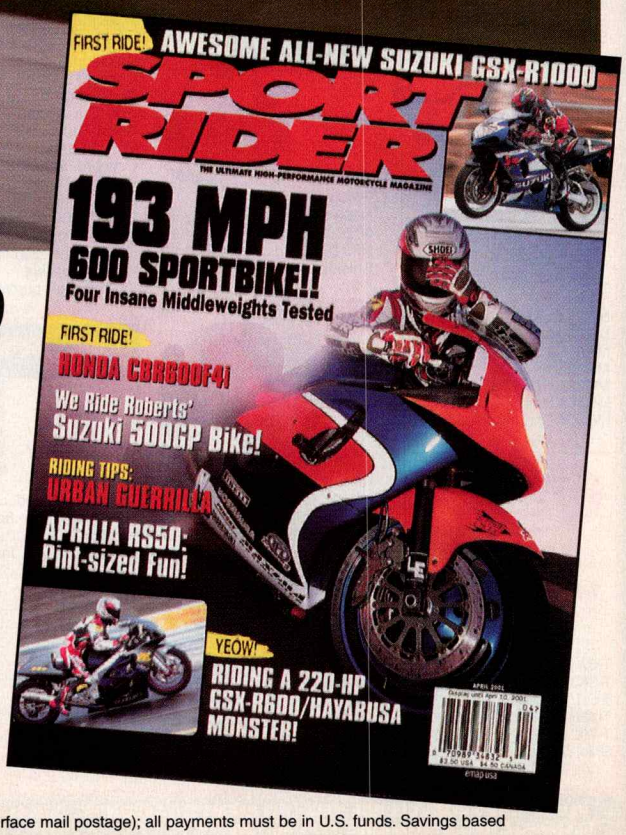

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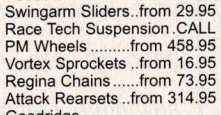

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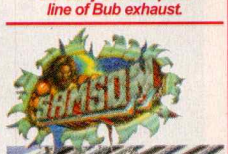

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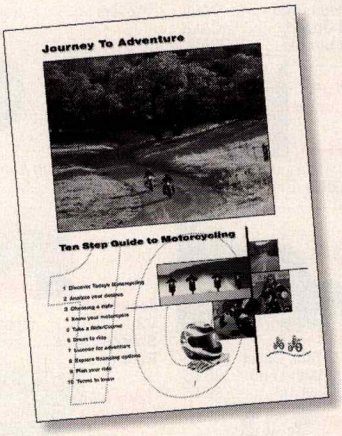

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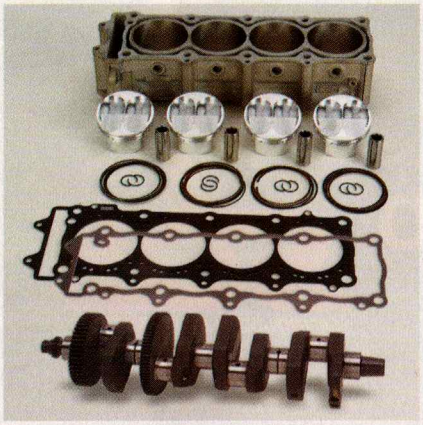
Once the pieces arrived, the tools of world domination were in my hands. More accurately, in the mechanically adept hands of Muzzys technician Mike Wymer, scrubbing up to install everything in an operating theatre at Kawasaki's Irvine, California, headquarters. Although the ZX-12R engine-ectomy isn't brain surgery, it is well beyond the capabilities of the shockingly well-appointed *Motorcyclist* shop. Note number one: Unless you're comfortable with degreeing cams in a new



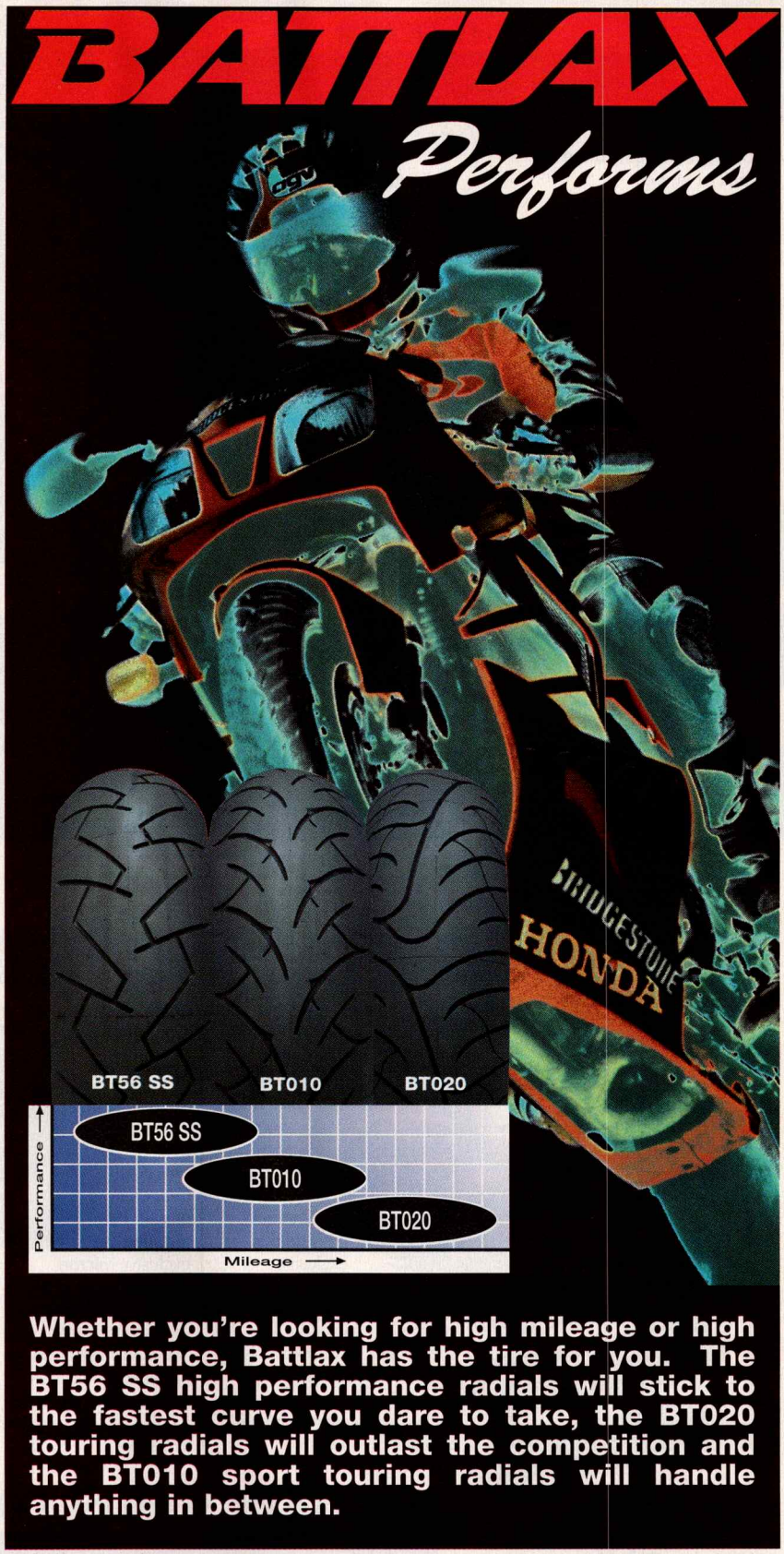
Muzzys' ultimate big-bore kit ($1995) uses a 4mm-longer stroke *and* 2.4mm-larger bore for 1361cc. Good for 210 horsepower at 10,000 rpm, so they say.

twin-cam, four-cylinder engine, the 1270cc transformation is best left to professionals. Front to back, the job takes 10–15 hours of a practiced mechanic's time. Note number two: We personally witnessed the disassembly of the 12R's motor, and it was crystal clear the thing was bone-stock and unaltered in any way—just as Meyer had said it would be.

With the kit internals and pipe in place, Wymer plugs in a Muzzys-mapped Dynojet Power Commander module, thus tailoring ignition and fuel-injection data from the stock black box to match the 1270cc beast's dietary requirements. My next job was putting in 500 easy miles to let the new internals get acquainted without harming them or myself in the process. Easy enough. Turn the key and see what happens.

Binning the heavy stock exhaust sheds 13 very noticeable pounds, dropping wet weight to 534 pounds. Aside from the pipe's baritone exhaust bark and a wavering idle speed that Meyer assigns to an idiosyncrasy of the stock fuel injection, Muzzys' Godzilla awakens from a night's sleep like any stock ZX-12R. All other similarities, however, end at 1500 rpm. Once past a trivial lean spot at 3200 rpm, the 1270cc engine pulls hard enough to detach your retinas...and it's not even broken in.

Having survived the first 500 miles, the next order of business is a trip to the dyno to quantify said retina-detaching muscle.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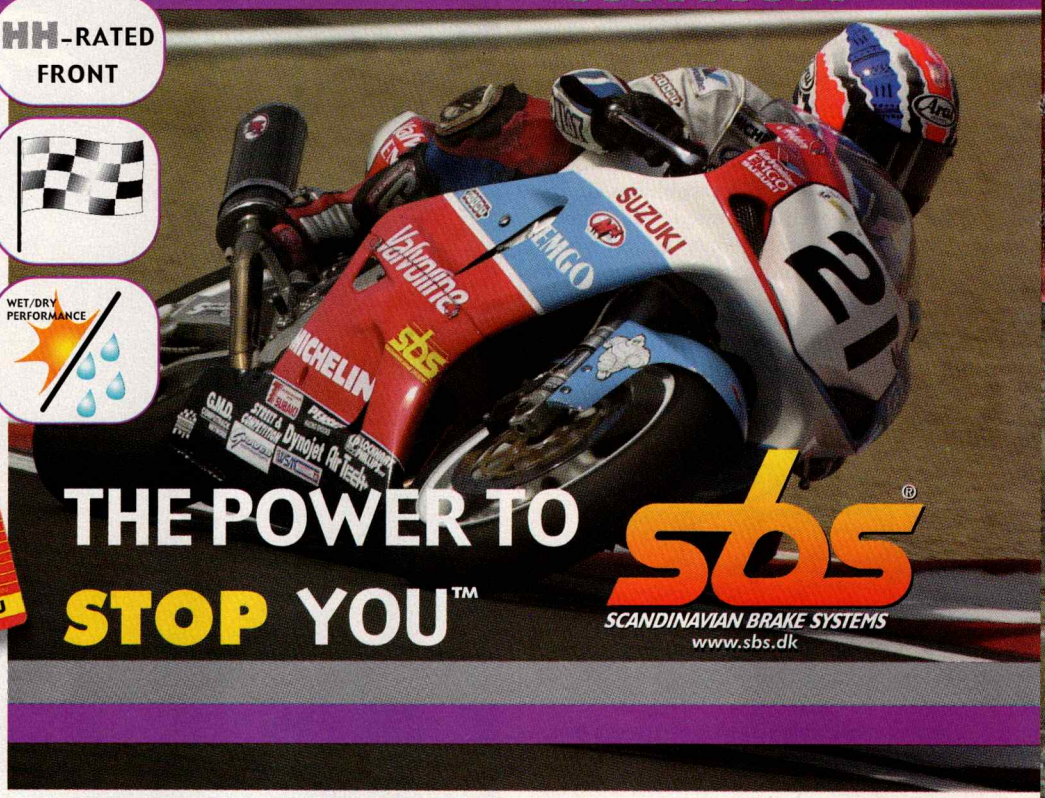

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At the strip, Kent "Who's idea was this anyway?" Kunitsugu reeled off a 9.69-second best at 149.8 mph....

what you'd expect from Muzzys.

On the street, Muzzys' handiwork is as well-behaved as an off-the-rack ZX-12R. In addition, because cracking 150 mph on any average freeway on-ramp is as effortless and potentially lethal as it is blatantly unscientific, we adjourned to our high-desert top-speed testing venue to give Godzilla the whip. With no wind and an ambient temperature in the high 50s, standard (18/46) gearing pushed the tach needle deep into the red, turning an indicated 12,200 rpm into 195 mph on our radar gun. With slightly taller gearing, 200 mph would be well within reach.

At the strip, Kent "Who's idea was this, anyway?" Kunitsugu reeled off a 9.69-second best at 149.8 mph despite the front wheel's predictably tenuous relationship with the strip. Muzzys' optional rear link and front strap would have shaved that number considerably, but those are still huge numbers from a bike that runs on 92-octane pump gas (that you can turn around and ride to work every day). Expect to get about 28 miles from every gallon of unleaded. If that number matters, this isn't your motorcycle.

However, if flirting with 200 mph or collecting nine-second timing slips matters more, the $3000 or so in parts and labor necessary to fortify a standard ZX-12R starts looking like a bargain. For those with the cash and the nerve, Muzzys' 1270cc kit finally lets the ZX-12R take its rightful place beside the world's most beloved 60,000-ton fire-breathing lizard as a true king among monsters. MC

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170/60ZR17	104.97
180/55ZR17	109.97
190/50ZR17	144.97

DUNLOP CRUISEMAX

FRONT	SALE
130/90H16 RWL	89.97
130/90H16 BLK	83.97
130/90H16 WWW	81.97
120/90H18 RWL	83.97
100/90H19 RWL	62.97
110/90H19 RWL	73.97
80/90H21 BLK	73.97
REAR	**SALE**
140/90H15 RWL	83.97
140/90H15 BLK	77.97
150/90H15 RWL	85.97
170/80H15 RWL	96.97
140/90H16 RWL	83.97
140/90H16 BLK	85.97
140/90H16 WWW	102.97
150/80H16 RWL	100.97
150/80H16 WWW	100.97

AVON

AVON SUPER VENOM

FRONT AM20	SALE
100/90V16	72.97
110/90V16	79.97
120/80V16	79.97
110/90V18	83.97
REAR AM18	**SALE**
130/90V16	89.97
150/80V16	108.97
130/80V18	91.97
140/70V18	108.97
100/90V19	76.97

AVON AV27

FRONT	SALE
120/80ZR16	108.97
130/70ZR16	119.97
110/80ZR17	108.97
120/60ZR17	110.97
120/70ZR17	110.97
130/60ZR17	119.97
110/80ZR18	110.97

AVON AZARO

FRONT AV39	SALE
130/70ZR16	143.97
120/60ZR17	127.97
120/70ZR17	127.97
120/70ZR17 *	127.97
REAR AV40	**SALE**
160/60ZR17	153.97
170/60ZR17	157.97
180/55ZR17 **	167.97
190/50ZR17	179.97
190/50ZR17 ***	179.97

*CBR1100XX & GSXR1300 HAYABUSA FITMENT
**CBR1100XX FITMENT
***GSXR1300 HAYABUSA FITMENT

AVON AM22/AM23

FRONT AM22	SALE
120/70VB16	108.97
110/80VB18	111.97
REAR AM23	**SALE**
140/80VB16	142.97
160/80VB16	150.97
180/60VB16	165.97
200/60VB16	183.97
130/70VB18	128.97
150/70VB18	149.97
180/55VB18	175.97
200/55VB18	183.97

*FRONT OR REAR FITMENT

AVON

AVON AZARO

FRONT AV35	SALE
110/70ZR17	111.97
110/80ZR17	111.97
120/60ZR17	114.97
120/70ZR17	114.97
110/80ZR18	116.97
REAR AV36	**SALE**
160/80ZR16	133.97
140/80ZR17	127.97
150/70ZR17	133.97
160/60ZR17 (4.5"RIM)	139.97
160/60ZR17 (5.0"RIM)	139.97
160/70ZR17	155.97
170/60ZR17 (5.0"RIM)	143.97
170/60ZR17 (5.5"RIM)	143.97
180/55ZR17	151.97
190/50ZR17	163.97
160/60ZR18	135.97

BRIDGESTONE

BRIDGESTONE BT45 SPORT TOURING

FRONT	SALE
100/90H16	55.97
100/80H17	65.97
110/70H17	66.97
110/80H17	66.97
120/70H17	68.97
90/90H18	57.97
100/80H18	60.97
100/90H18	59.97
REAR	**SALE**
130/90H16	72.97
110/90H17	69.97
120/80H17	59.97
130/70H17	72.97
130/80H17	60.97
140/70H17	75.97
150/70H17	76.97
110/80H18	59.97
110/90H18	59.97
120/80H18	61.97
130/70H18	75.97
140/70H18	76.97
150/70H18	78.97

BRIDGESTONE SPITFIRE S11 SPORT-TOURING

FRONT	SALE
130/90H16	77.97
100/90H18	44.97
110/90H18	45.97
110/90H18 RWL	49.97
120/90H18 RWL	52.97
90/90H19	45.97
100/90H19	49.97
100/90H19 RWL	52.97
110/90H19	50.97
110/90H19 RWL	55.97
REAR	**SALE**
140/90H15 RWL	67.97
150/90H15 RWL	72.97
130/90H16	59.97
130/90H16 RWL	65.97
140/90H16 RWL	72.97
130/90H17	60.97
110/90H18	52.97
120/90H18	54.97
130/90H18	61.97

BRIDGESTONE BT010

FRONT	SALE
110/70ZR17 54W	71.97
120/60ZR17 55W	71.97
120/65ZR17 56W	72.97
120/70ZR17 58W	73.97
130/70ZR16 61W	71.97
REAR	**SALE**
150/60ZR18 67W	87.97
160/60ZR17 69W	87.97
170/60ZR17 72W	90.97
180/55ZR17 73W	94.97
190/50ZR17 73W	109.97
200/50ZR17 75W	112.97

HONDA CBR929RRPRICE

120/70ZR17 58W-FRONT	126.99
190/50ZR17 73W-REAR	143.99

BRIDGESTONE

BRIDGESTONE BT020

FRONT	SALE
120/60ZR17 55W	71.97
120/70ZR17 58W	73.97
110/80ZR18 58W	72.97
120/70ZR18 59W	77.97
REAR	**SALE**
150/70ZR17 69W	89.97
160/60ZR17 69W	87.97
170/60ZR17 72W	90.97
160/70ZR17 73W	93.97
180/55ZR17 73W	94.97
160/60ZR18 70W	94.97

BRIDGESTONE BATTLAX BT45 HIGH PERFORMANCE TIRE

FRONT	SALE
110/90V16	60.97
120/80V16	64.97
110/80V17	76.99
100/90V18	62.97
110/80V18	64.97
110/90V18	64.97
100/90V19	64.97
REAR	**SALE**
130/90V16	74.97
150/80V16	86.97
120/90V17	71.97
130/90V17	74.97

METZELER

METZELER ME88F/ ME88 MARATHON

ME88F FRONT	SALE
100/90H18	84.97
MARATHON REAR	**SALE**
200/70HB15	133.97
MU90HB16	108.97
130/90HB17	108.97

METZELER ME33 LASER

FRONT	PRICE
110/90V16	91.97
120/80V16	97.97
110/80V17	94.97
90/90H18	75.97
100/90V18	89.97
110/80V18	89.97
110/90V18	97.97
120/90HB18	84.97
3.25H19	90.97
3.25V19	78.97
3.50H19	86.97
100/90V19	94.97
110/90V19	94.97
80/90H21 TT	86.97
90/90H21	95.97

METZELER ME99A PERFECT

REAR	SALE
130/90V16	107.97
140/90V16	117.97
150/80V16	127.97
130/90V17	109.97
4.00V18	93.97
120/90V18	103.97
130/80V18	109.97

METZELER ME23/ME23 ME3 FRONT

ME3 FRONT	SALE
130/70ZR16	103.97
110/70ZR17	96.97
120/60ZR17	103.97
120/70ZR17	103.97
ME3 REAR	
150/60ZR17	126.97
160/60ZR17	128.97
170/60ZR17	131.97
180/55ZR17	133.97
190/50ZR17	155.97
ME3 RACING FRONT	
130/70ZR16	139.97
110/70ZR17	133.97
120/60ZR17	139.97
120/65ZR17	143.97
120/70ZR17	139.97
120/70ZR17 RS2	139.97
ME3 RACING REAR	
150/60ZR17	153.97
160/60ZR17	158.97
170/60ZR17 RS2	169.97
180/55ZR17	172.97
180/55ZR17 RS2	172.97
190/50ZR17	182.97

METZELER

METZELER ME880 MARATHON

FRONT	SALE
130/90H16	84.97
150/80H16	95.97
120/70VB17	86.97
120/80V17	89.97
150/80HR17*	131.97
110/90H18	101.97
120/90H18	88.97
130/70HR18	76.97
100/90H19	76.97
110/90H19	80.97
80/90H21	74.97
REAR	**SALE**
140/80HB15	107.97
140/90HB15	103.97
150/80VB15	109.97
150/90HB15	113.97
180/70HB15	119.97
130/90HB16	97.97
140/90HB16	107.97
150/80HB16	120.97
160/80HR16	135.97
180/70HR16*	148.97
140/80HB17	107.97
160/70VB17	108.97

*VALKYRIE REPLCMNT.

MEZ2 FRONT SALE

120/80ZR16	92.97
110/80ZR17	93.97
MEZ2 REAR	**SALE**
150/80ZR16	123.97
130/80HR17	118.97
140/80ZR17	119.97
170/60ZR18	138.97

METZELER ME55A METRONIC

REAR	SALE
130/90V16	112.97
150/80VB16 MBS	135.97
130/90V17	113.97
140/80VB17 MBS	125.97
140/80VB17 M.G*	125.97
150/70VB17	135.97
160/70VB17 MBS	140.97
120/90V18	108.97
130/80V18	114.97

*MOTO GUZZI FITMENT
MBS = METZELER BELTED SYSTEM

METZELER MEZ1 ME Z1 FRONT

	SALE
110/80ZR17	96.97
130/60ZR17	107.97
110/80ZR18	101.97
120/70ZR18	101.97
ME Z1 REAR	
150/60ZR18	133.97
160/60ZR18	135.97

METZELER MEZ4 ME Z4 FRONT

	SALE
120/60ZR17	100.97
120/70ZR17	100.97
120/70ZR17 (B)*	100.97
110/80ZR18	97.97
120/70ZR18	97.97

*REINFORCED BMW FITMENT

ME Z4 REAR	SALE
150/70ZR17	122.97
160/60ZR17	124.97
160/70ZR17	127.97
170/60ZR17	127.97
180/55ZR17	130.97
190/50ZR17	151.97
160/60ZR18	131.97

PIRELLI

PIRELLI DRAGON GT MTR03/04

FRONT MTR03 GT	SALE
120/80ZR-16	95.97
110/80ZR17	97.97
130/60ZR17	107.97
REAR MTR04 GT	
150/80ZR16	129.97

PIRELLI

PIRELLI DRAGON GTS MTR23/24

FRONT MTR23	SALE
120/60ZR17	104.97
120/70ZR17	104.97
110/80ZR18	102.97
120/70ZR18	102.97
REAR MTR24	**SALE**
150/70ZR17	127.97
160/60ZR17	130.97
160/70ZR17	133.97
170/60ZR17	134.97
180/55ZR17	136.97
190/50ZR17	158.97
160/60ZR18	137.97

PIRELLI DRAGON MTR02 RADIAL

REAR MTR02	SALE
150/60ZR18	139.97
200/50ZR17 CORSA	194.97

PIRELLI MT09/08 MATCH SPORT TOURING BIAS PLY

FRONT MT09	SALE
110/90V16	78.97
120/80VB16	83.97
110/80V17	78.97
120/70VB17	83.97
100/90V18	82.97
110/80VB18	87.97
110/90V18	83.97
100/90V19	84.97
REAR MT08	
130/90V16	104.97
150/80VB16	113.97
130/80VB17	104.97
130/90V17	107.97
140/80VB17	108.97
150/70VB17	111.97
120/90V18	102.97
130/80V18	106.97
140/70VB18	108.97
150/70VB18	99.97

PIRELLI MT 69/68 STRADA

FRONT MT69	SALE
100/90H16	62.97
90/90H18	62.97
100/90H18	65.97
3.25H19	64.97
REAR MT68	
120/90H16	71.97
130/90H17	79.97
110/90H18	70.97
120/80H18	72.97
4.00H18	74.97
120/90H18	74.97

PIRELLI

PIRELLI MTR21 EVO

FRONT	SALE
130/70ZR16	107.97
110/70ZR17	100.97
120/60ZR17	107.97
120/70ZR17	107.97
REAR MTR22 EVO	
150/60ZR17	130.97
160/60ZR17	135.97
170/60ZR17	137.97
180/55ZR17	140.97
190/50ZR17	162.97
FRONT MTR21C EVO CORSA RACING	
130/70ZR16	140.97
110/70ZR17	135.97
120/60ZR17	140.97
120/65ZR17	145.97
120/70ZR17	140.97
120/70ZR17 SC2	140.97

SC2 = SUPER CORSA/SPECIAL RACING

REAR MTR22C EVO CORSA RACING	
150/60ZR17	156.97
160/60ZR17	161.97
170/60ZR17 SC2	171.97
180/55ZR17	174.97
180/55ZR17 SC2	174.97
190/50ZR17	184.97

MICHELIN

MICHELIN PILOT RACE/ PILOT RACE SOFT

FRONT PILOT RACE	
120/70ZR-17	167.99
REAR PILOT RACE	
160/60ZR-17	210.99
170/60ZR-17	220.99
180/55ZR-17	224.99
FRONT RACE SOFT	
120/70ZR-17	167.99
REAR RACE SOFT	
160/60ZR-17	210.99
170/60ZR-17	220.99
180/55ZR-17	224.99

MICHELIN PILOT SPORT

FRONT	PRICE
130/70ZR-16	112.99
110/70ZR-17	107.99
120/60ZR-17	108.99
120/65ZR-17	111.99
120/70ZR-17	111.99
120/70ZR-17 YR1	112.99
REAR	**PRICE**
150/60ZR-17	128.99
160/60ZR-17	129.99
170/60ZR-17	136.99
180/55ZR-17	146.99
190/50ZR-17	150.99
190/50ZR-17 YR1	185.99
200/50ZR-17	183.99

MICHELIN

MICHELIN MACADAM 50

FRONT	PRICE
110/90V16	77.99
120/70V16	79.99
110/80V17	79.99
120/70V17	84.99
110/80V18	78.99
110/90V18	84.99
90/90H18	73.99
100/90H18	75.99
100/90V18	79.99
100/90V19	79.99
REAR	**PRICE**
150/90V15	73.99
130/90V17	96.99
150/80V16	100.99
150/70H17	95.99
160/70V17	120.99
140/80V17	101.99
130/70H17	87.99
130/90V17	95.99
130/70H18	86.99
130/80V18	97.99
110/90H18	77.99
120/90H18	87.99
120/90V18	91.99

MICHELIN MACADAM 90X SPORT RADIAL

FRONT	PRICE
120/80ZR-16	89.99
110/70ZR-17	85.99
110/80ZR-17	86.99
120/60ZR-17	89.99
120/70ZR-17	89.99
130/60ZR-17	89.99
110/80ZR-18	87.99
120/70ZR-17	90.99
130/70ZR-17	87.99
110/70ZR-17	87.99
REAR	**PRICE**
150/80ZR-16	113.99
150/70ZR-17	105.99
160/60ZR-17	109.99
170/60ZR-17	112.99
180/55ZR-17	118.99
160/60ZR-18	108.99
150/70ZR-18	110.99
190/55ZR-17	136.99

PRIORITY LITES

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$39.99

PRIORITY PLUS

TURNS EXISTING TURN SIGNALS INTO RUNNING LIGHTS AND FLASHING STOPLIGHTS

$62.99

DUNLOP

D207ZR PERFORMANCE PACKAGES

PACKAGE A:	FRONT: 120/70 X 17	REAR: 180/55 X 17	PRICE
HONDA:	CBR600F4 99-00		
KAWASAKI:	ZX7R 91-95		
SUZUKI:	GSXR750W 94-95		
YAMAHA:	YZF750R 94-98		181.97*
PACKAGE B:	**FRONT: 120/70 X 17**	**REAR: 190/55 X 17**	
HONDA:	CBR929RR 00		
KAWASAKI:	ZX7R 96-00, ZX900 00		
SUZUKI:	GSXR750 96-00, TL1000 98-00, GSX1300R 99-00		
YAMAHA:	YZFR1 00, YZF1000 98-99		198.97*
PACKAGE C:	**FRONT: 120/60 X 17**	**REAR: 160/60 X 17**	
HONDA:	CBR600F2, F3 91-99		
KAWASAKI:	ZX600G 98-99		
YAMAHA:	YZF600 94-99		172.97*
PACKAGE D:	**FRONT: 120/60 X 17**	**REAR: 180/55 X 17**	
SUZUKI:	GSXR600 97-00		
YAMAHA:	YZFR6 99-00		179.97*

ELITE 2 TOURING PACKAGE	PRICE
130/70 X 18F 160/80 X 16R	192.97*

*** $16.00 SHIPPING CHARGE FOR PACKAGES.**

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XL-XXL $113.99

HIGHWAY ONE OUTLAW CONCHO VEST $66.99

CHAPS $123.99

HIGHWAY ONE TRADITIONAL CHAPS

$104.99

SALE

HIGHWAY ONE LEATHER DUSTER

REG. 237.99

SALE $179.99

SALE

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SIZE	REG.	SALE
45	52.99	$36.97
50	54.99	$40.97
100	64.99	$47.97
125	71.99	$50.97
150	77.99	$58.97

TRAVELCADE GEL CUSHION

SMALL $48.99

LARGE $58.99

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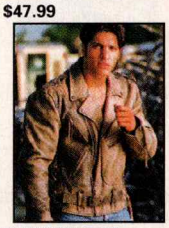
$66.99

HIGHWAY ONE LADIES FRINGED VEST

$47.99



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FROM $113.99

HIGHWAY ONE BUFFALO NICKLE LACE VEST

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REG. 249.99

SALE $179.97

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$34.99

WILLIE & MAX BLACK MAGIC TOOL POUCH TP282

$34.99

WILLIE & MAX FLEETSIDE SLANT SADDLEBAG

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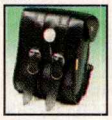

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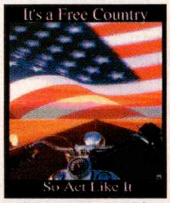
$34.99 EACH



IRON CORE T-SHIRTS	
M-XL	$22.95
XXL	$24.95
XXXL	$25.95

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Ad Code 0501MC valid April 1-May 15, 2001.

GENUINE PARTS

YAMAHA SUZUKI Kawasaki HONDA

SADDLEBAG SUPPORT BARS

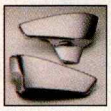
ROAD STAR $69.95
V STAR $69.95
SUZUKI $52.95

ENGINE GUARDS

ROAD STAR $99.95
V STAR FROM $91.95
VULCAN $87.95
INTRUDER $79.95

LUGGAGE RACKS

ROAD STAR $89.95
V STAR $86.95
INTRUDER LC SOLO $83.95



CHROME SIDE COVERS

SHADOW VLX $99.99
VALKYRIE $150.00
VULCAN $184.95

COVERS

VENTURE EXPNDBLE. $124.95
INTRUDER LC $118.95
V STAR $79.95

V STAR CHROME BATTERY SIDE COVERS

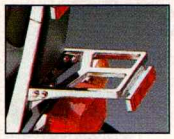
$59.95

ROAD STAR/ROYAL STAR/V STAR CHROME GRIPS

$54.95

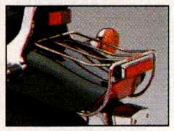
V STAR CHROME RIDER FLOORBOARDS

$159.95



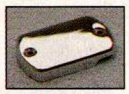
REAR CARRIERS

SHADOW VLX (SQUARE) $85.00
ACE/ACE 750/ ACE TOURER (CHROME) $158.93
VALKYRIE/ VALKYRIE TOURER (CHROME) $111.00
INTRUDER $169.95



REAR FENDER RACKS

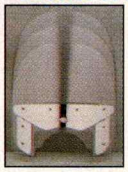
ROAD STAR $89.95
V STAR $89.95
INTRUDER $54.95
INTRUDER LC CHROME $74.95



CHROME MASTER CYLINDER COVERS

ROAD STAR $19.95
V STAR $16.95

YAMAHA

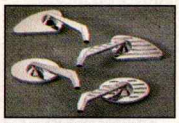


ROAD STAR SILVERADO WINDSHIELDS

TALL	$302.84
REPL.	$169.95
MEDIUM	$299.95
REPL.	$165.70
SHORT	$299.95
REPL.	$169.95
MOUNTS	$89.95

ROAD STAR/V STAR/ VENTURE BILLET HANDLEBAR CLAMP

BALL MILLED $61.95



ROAD STAR/ROYAL STAR/VENTURE/V STAR BILLET MIRRORS

$99.95

HONDA

VALKYRIE/ VALKYRIE TOURER CHROME SWINGARM PIVOT COVERS

$92.95

WINDSHIELDS

CRUISER
SHADOW ACE 750 $136.50
ACE DELUXE $140.99
SHADOW VLX $73.13
VALKYRIE CHROME $560.00

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KAWASAKI NOMAD™ STEERING HEAD COVERS

$94.95

KAWASAKI ARLEN NESS™ "ALTERNATIVES" CHROME MIRRORS

$44.95

SUZUKI

SUZUKI INTRUDER LC SOLO SEAT TRIM

$79.95

SUZUKI INTRUDER CHROME RADIATOR COVER SET

$89.95

SUZUKI INTRUDER LC CHROME FRAME COVERS

$39.95

SUZUKI INTRUDER LC CHROME BATTERY COVER

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RIVET
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XL CLASSIC $197.99
XLRIVET $215.99
L CLASSIC $179.99
L RIVET $188.99
SISSYBAR CASE
S CLASSIC $58.99
S RIVET $62.99
TOOLBAG #305
CLASSIC $31.99
RIVET $35.99

CRUISER BAG BOX SADDLEBAG

XLCLASSIC $107.99
XLRIVET $116.99
L CLASSIC $85.99
L RIVET $89.99
M CLASSIC $71.99
M RIVET $76.99

CRUISER BAG SLANT SADDLEBAG

XLCLASSIC $134.99
XLRIVET $143.99
L CLASSIC $125.99
L RIVET $134.99
M CLASSIC $98.99
M RIVET $107.99

CHASE HARPER

CHASE HARPER BREEZE BUSTER

$30.99

EXCEPTIONAL QUALITY!

RETRO AVIATOR GOGGLES

$84.99

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TRAVELCADE DESPERADO RIGID MOUNT SADDLEBAG

HONDA SHADOW 1100 AND ACE 87-96
KAWASAKI VULCAN 800 95-96
SUZUKI INTRUDERS ALL 700-1400 85-96
H-D SPORTSTER 85-93
H-D SPORTSTER 94-96
H-D DYNA 91-95
$219.99

COBRA

COBRA FOOTPEGS

$82.99

COBRA LICENSE PLATE BACK

$44.99

COBRA REAR LUGGAGE RACKS

$80.99

COBRA LIGHTBARS

FROM $179.99

COBRA CHROMED SADDLEBAG SUPPORTS

$62.99

COBRA BILLET RISERS

FROM $89.99

COBRA RESERVOIR COVERS

$26.99

COBRA BILLET OIL CAPS AND DIPSTICKS

OIL FILLER CAP $22.99
OIL DIPSTICK $35.99

COBRA DRIVE SHAFT COVERS

$36.99

COBRA FREEWAY BARS

$134.99

COBRA CHROME COVERS

$36.99

COBRA SISSY BAR

MAGNA 94-00
ACE 750 99
VT1100 87-96/SPIRIT 98-00
ACE 95-98/TOURER 98-00
AERO 98-00
VS1500 INTRDR. 98-00
VULCAN 800A/B 95-00, 1500D/E 96-00,1500G
NOMAD 98-00
V-STAR 650 CLASSIC 98-00
V-STAR 1100 99-00
ROAD STAR 1600 99-00
$215.99

COBRA BOULEVARD FLOORBOARD KITS

FROM $179.99

COBRA CHROME BRAKE RODS

VLX600 88-00
VF750C MAGNA 94-00
ACE 750 98-00
VT1100 87-96
VULCAN 800A/B 95-00
$26.99

GRAB-ON ROAD DELUXE GRIPS

STD, LONG, AND 1 INCH
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COBRA BOULEVARD EXHAUST AVAILABLE FOR MOST YAMAHA, HONDA, KAWASAKI AND SUZUKI CRUISERS!!!

COBRA COMPLETE CLASSIC EXHAUST FOR YAMAHA ROAD STAR & V STAR 1100

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SHOTGUN $374.99
HI-BOYS
SHOTGUN $374.99
CLASSIC
DLX SLSH $399.99

COBRA BOULEVARD SUZUKI EXHAUST

2" DRAG PIPE $299.99

COBRA CUSTOM TAIL LIGHTS

TOMBSTONE $35.99
BOULEVARD $35.99

COBRA BILLET LICENSE PLATE FRAMES

SM/LG COBRA
SMALL VULCAN
FROM $31.99

UNIVERSAL VISTA CRUISE CONTROL

FITS MOST HON/KAW/SUZ/YAM
$25.99

national cycle

NATIONAL CYCLE HARD SIDED SADDLEBAGS

VT1100 C2 SHADOW ACE
VT1100 SHADOW/ SPIRIT
VT750 C/D ACE
VT1100 C3 AERO
GL1500C VALKYRIE
VN1500 A&L
VN800 A&B
VN1500 D/E CLASSIC
VZ800 MARAUDER
VL1500LC
XVS650 V-STAR CLASSIC
XVS650 CUSTOM
XVS1600 ROADSTAR/ WILDSTAR
XVS1100 CUSTOM
$450.96

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AGVSPORT

AGV RAGE JACKET
BLK/GRY/GUN SHOWN
REG.289.99 **SALE:$239.97**

AGV IMOLA JACKET
BLK/YEL/GUN/WHT
REG.249.99 **SALE: $209.97**

AGV SPORT 2 JACKET
WHT/BLU/BLK SHOWN
REG.229.99 **SALE: $189.97**

AGV RIDER JACKET
REG.159.99 **SALE: $129.97**

DAINESE MAX 1 JACKET
RED/BLACK
$286.99

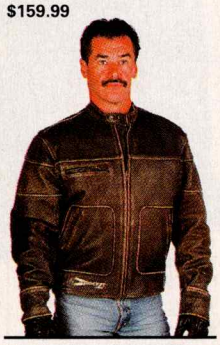
DAINESE TATTOO JACKET
BLK/WHT SHOWN
FROM $614.96

JOE ROCKET

JOE ROCKET TAHOE JACKET (MENS)
BLACK SHOWN
$309.99

JOE ROCKET BALLISTIC 3.0 JACKET
BLK/BLU/GRY SHOWN
$229.99

JOE ROCKET REFLEX JACKET
BLACK SHOWN
$159.99



JOE ROCKET V-SPORT JACKET
ANTIQUE BRN SHOWN
$389.99

DAINESE

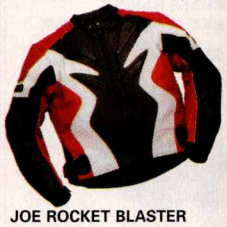
DAINESE EYES JACKET
GREY SHOWN
$339.99

JOE ROCKET HARD DRIVE JACKET
BLACK/GOLD SHOWN
$309.99

JOE ROCKET METEOR 3.0 JACKET
BLK/ORG/WHT SHOWN
$189.99

JOE ROCKET ATOMIC JACKET
BLK/RD/WHT SHOWN
$129.99

JOE ROCKET MONTEREY JACKET
BLACK ONLY
$259.99



JOE ROCKET BLASTER JACKET
BLK/RD/WHT SHOWN
$289.99

JOE ROCKET ROCKET 88 JACKET
BLK/CHRY /CRME SHOWN
$439.99

JOE ROCKET BLASTER PANT
$239.99

JOE ROCKET BULLDOG PANT
$339.99

JOE ROCKET SONIC JACKET
BLK/CHECKER SHOWN
$289.99

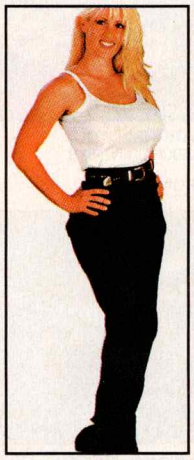
JOE ROCKET SPEEDMASTER JACKET
YEL/BLK/CHRM SHOWN
$439.99

JOE ROCKET SPEEDWAY JACKET
BLACK SHOWN
$389.99

ELITE RAINSUIT
PANT- **$26.99**
JACKET- **$44.99**

ELITE NOMEX® RAINSUIT PANT
WITH HEAT SHIELD PANELS
$49.99

JOE ROCKET BALLISTIC 3.0 (MENS) PANT
$139.99



JOE ROCKET JEAN (MENS & WOMENS) PANT
$89.99

AGV CARBON 7 PRO GLOVE
WHT/RD/ BLK SHOWN
REG. 94.99 **SALE: $79.97**

AGV PRISMA GLOVE
WHT/RD/BLK SHOWN
REG. 99.99 **SALE: $69.97**

AGV IMOLA GLOVE
WHT/YEL/GUN SHOWN
$44.99

02: AGV CORSA 2 GLOVE
BLK/PURP/YEL SHOWN
$34.99

AGV RAGE GLOVE
WHT/BLU/BLK SHOWN
REG. 27.99 **SALE: $24.97**

BUSE CARBONTEC GLOVE
BLACK/BLUE SHOWN
$189.99

JOE ROCKET V-SPORT GLOVE
BLK/CREME SHOWN
$48.99

JOE ROCKET HIGHSIDE GLOVE
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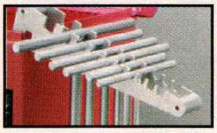
UNIVERSAL VISTA CRUISE

$25.99

Motion Pro



MOTION PRO T-HANDLE TOOL RACK

$24.99

T-HANDLE WRENCHES

$29.99

LP LOCKHART PHILLIPS USA

LP GLASMASK TANK TOP

FULL- **$40.99**
HALF- **$31.99**
EMBROIDERED- **$35.99**
CARBON LOOK- **$44.99**

TOUR MASTER CORTECH SADDLEBAG

BLACK
$139.99

TOUR MASTER CORTECH TAILBAG

BLACK
$76.99

TOUR MASTER NYLON SLANT SADDLEBAGS

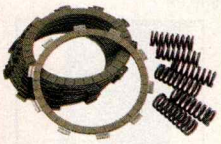
LARGE-**$71.99**
XLARGE-**$80.99**

VANCE & HINES

VANCE & HINES IGNITION ADVANCERS

FROM $42.96

EBC



EBC STREET RACER CLUTCH KIT

FROM $39.99

national cycle

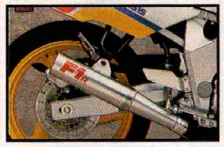
NATIONAL CYCLE PLEXIFAIRING™ 3

FROM $97.99

NATIONAL CYCLE PLEXISTAR 2

FROM $97.99

COBRA



COBRA SUPERBIKE MUFFLER

F1- **$149.99**
F1R- **$204.99**

national cycle

NATIONAL CYCLE TOURING HEAVY DUTY™ WINDSHIELD

$142.99

NATIONAL CYCLE RANGER HEAVY DUTY™ WINDSHIELD

FROM $113.99

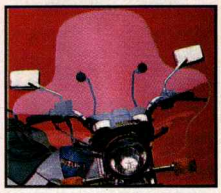
NATIONAL CYCLE STREET SHIELD

FROM $73.99

NATIONAL CYCLE DEFLECTOR SCREEN

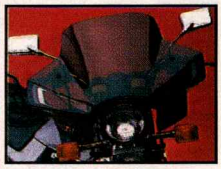
FROM $50.99

slip streamer



SLIP STREAMER III® S-03 'THE ORIGINAL'

FROM $99.99



SLIP STREAMER SPORT FAIRING SS-28

FROM $96.99

SLIP STREAMER HELLFIRE SS-24

FROM $73.99

CHASE HARPER

CHASE HARPER HIDEAWAY TAIL TRUNK

$39.99

CHASE HARPER STEALTH TANKBAG

$39.99

CHASE HARPER AEROPAC TAIL TRUNK

$61.99

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SUPERTRAPP

VANCE & HINES

Available Call For Pricing

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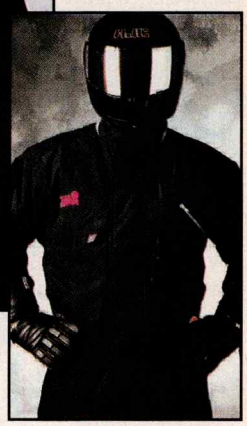
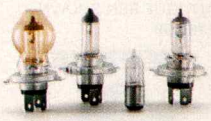


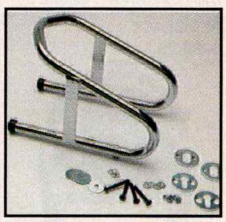
TOUR MASTER SPORT TOURING JACKET & PANTS

JACKET- BLACK
$116.99
PANTS- BLACK
$107.99



HEADLIGHT BULBS

YELLOW H4 12V 60/65W
$11.99
GOLD H4 12V 60/55W
$18.99
BLUE H4 12V 60/55W
$16.99
ULTRA WHT H4 12V 60/55W
$15.99
ALL WEATHER H4
$14.99



POP CHOCKS

SECURES MOTORCYCLE FOR TRAVEL
$38.99

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ALPINESTARS HERO JACKET

ORANGE, TAN, BLACK

$359.99

ALPINESTARS SEVEN-O JACKET

BLACK, YELLOW, GREEN

$404.99

ALPINESTARS DYNO JACKET

BLK/RED, BLK/ORANGE, BLU/WHT, GRN/WHT

$404.99

ALPINESTARS TWIST GLOVES

BLACK, BLUE, RED

$107.99

ALPINESTARS AST1 GLOVES

BLACK, RED/BLACK, YELLOW/BLACK, BLUE/BLACK

$80.99

ALPINESTARS ST1 GLOVES

RED, YELLOW, BLUE, BLK

$40.99

ALPINESTARS GP PLUS GLOVES

BLACK, BLUE, RED

$161.99

ALPINESTARS SP3 GLOVES

RED, BLACK, BLUE

$53.99

OLYMPIA #410 GEL SPORT GEL GLOVE

BLACK

$53.99

OLYMPIA #140 DEER SKIN

BLACK

$26.99 - $27.99

OLYMPIA #3100 CHALLENGER GLOVE

PURPLE, BLACK, BLUE, RED

$35.99

OLYMPIA #315 KEVLAR SPORT II

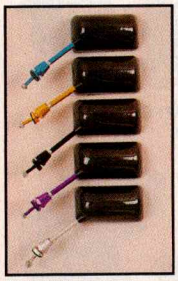
BLACK, BLK/YEL, BLK/RED, WHT/RED/BLK,WT/BLU/BLK, WHT/GRN/PURP

$49.99

ALPINESTARS SP1 GLOVES

RED, YELLOW, BLUE, BLACK, RED/BLUE

$125.99



FORMULA RACE CARBON MIRRORS

$53.99

LP COLORTECH SEAT COVERS

$89.99

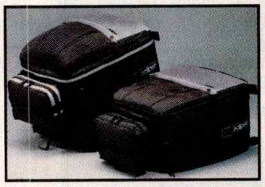
THORN

FIRECRACKER

SUPERFLAME

TROY LEE DESIGNS HELMET DECAL KITS

FROM $17.99



ECLIPSE SPORTBIKE EXPANDABLE TANK TOTE

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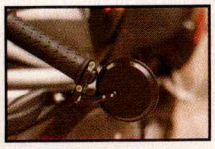

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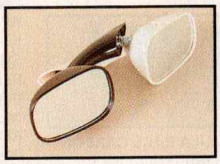

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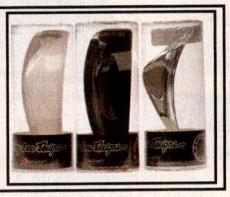

ECLIPSE P-38 SPORTBIKE SADDLEPACKS

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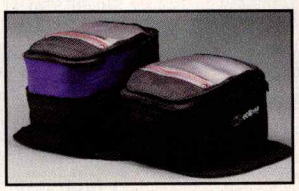

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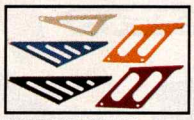
50	54.99	$40.97
100	64.99	$47.97
125	71.99	$50.97
150	77.99	$58.97



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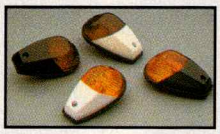

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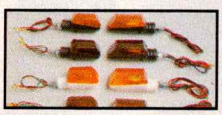

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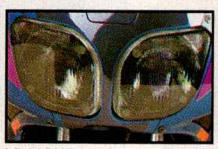

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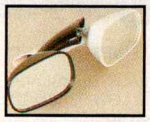
CARBON LOOK F-1 MIRROR- PAIR

CARBON BLACK	$53.99
CARBON LOOK	$26.99
BLK OR WHT	$20.99



COWL MIRROR
$24.99 EACH

YZF MIRRORS
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GSXR MIRROR

CONE STYLE-EA	$12.99
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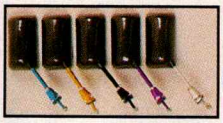
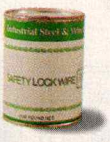
NINJA MIRROR
$12.99 EACH

BAR-END MIRROR
$21.99 EACH



FORMULA RACE CARBON MIRRORS
$53.99 PAIR



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SAFETY WIRE PLIERS
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MULTI:
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SNELL 95 AND DOT APPROVED
BIAGGI SHOWN

WHITE	$260.99
REPLICAS	$309.99

BIEFFE PREDATOR HELMET
SNELL 95 AND DOT APPROVED
REG. 219.99 SALE $202.97

BIEFFE B8 HELMET
SNELL 95 AND DOT APPROVED
K1 WHT/BLUE/BLUE SHOWN
REPLICA:
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MULTI:
REG. 99.99 SALE $78.97
WHITE:
REG. 89.99 SALE $71.97

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SNELL 95 AND DOT APPROVED
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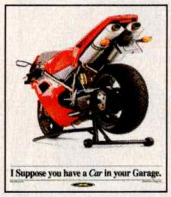
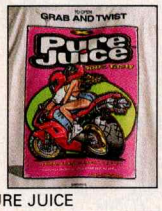
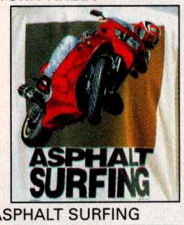


WHAT'S IN YOUR GARAGE

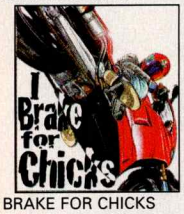


PURE JUICE

WORN KNEES



ASPHALT SURFING



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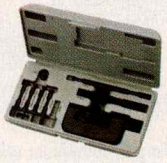

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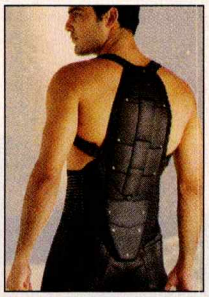

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SPACE 1, 2, AND 3

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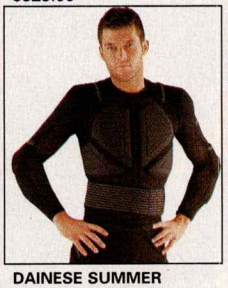

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$258.00

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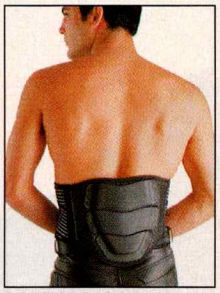
G1, AND G2

$73.00



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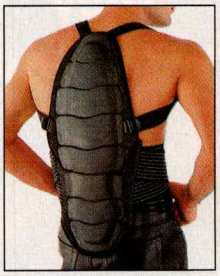

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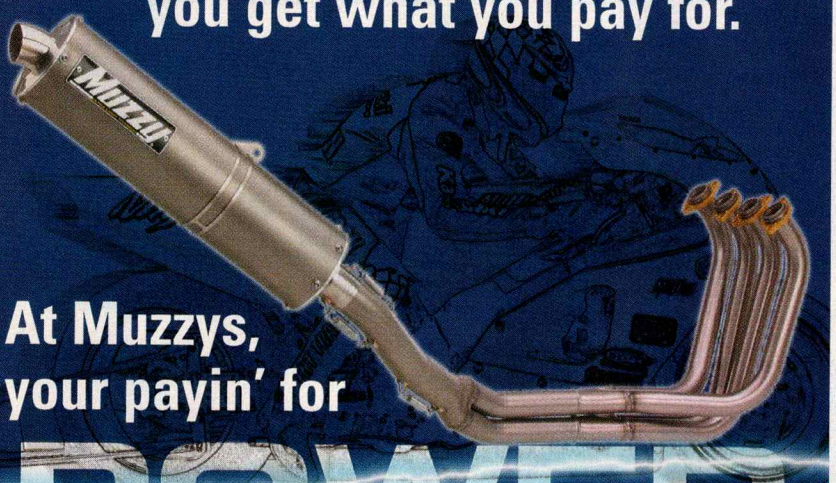

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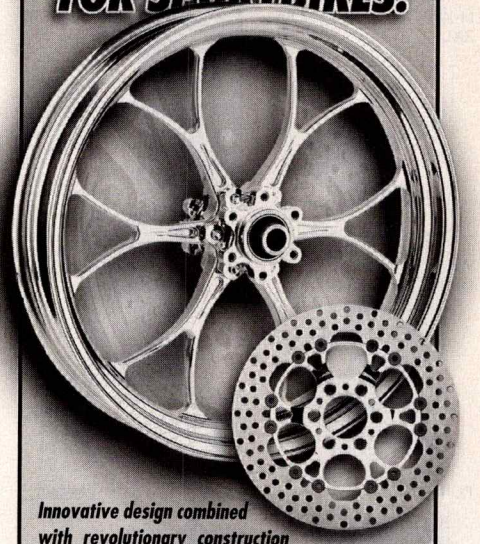

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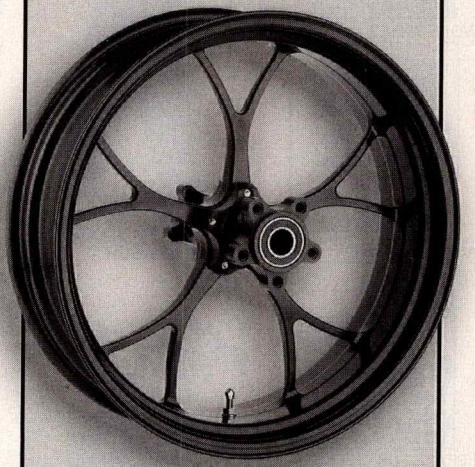

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way back from the edge, and find that it has additional power and all the brakes that I need. It was designed for new and re-entry riders and seems to fit that niche very well. While it's not exactly state-of-the-art, well, I guess I'm not either. As for cost, I found a dealer with a sharp pencil and was out-the-door, including a set of Teknic saddlebags, for an even $6000. Not too bad for a 750 of this quality. BTW, articles in The Real World section are especially appreciated by this novice rider.

John Turbeville
Via e-mail

In The List, you list the Suzuki Marauder as a "Budget Bruiser, a Magna without as much grunt." It's a heck of a bike, and everyone who sees it is impressed. Performance is good, too. I have friends who own Magnas, and up to 95 mph they can't keep up.

Steve Harasty
Lorain, OH

Related to Rickey Gadson, Steve? —Ed.

UP, YES. DOWN, NO

I caught onto clutchless upshifting through *Motorcyclist* a few years ago. Then I discovered that I didn't need the clutch for most downshifts, either. Because I can't recall reading anything about this technique, I wonder.... Assuming I'm performing this smoothly, blipping the throttle so as to match transmission speed and not overreving, is any harm done? Seems to me this could actually prolong the life of the clutch and related hardware. I ride a '96 600cc Bandit.

Martin Tennant
Via e-mail

Martin, Martin, Martin. The reason you haven't read anything about clutchless downshifting is that it's not a good idea, even if you think you're doing it smoothly. And if you want to save wear and tear on cheap items such as clutch plates and cables at the expense of your (very pricey) transmission, feel free.—Ed.

DANG KIDS!

I'm 14 years old and a motorcycle fanatic. It's all your fault. I recently moved to Taiwan from the United States, so I can't get your magazine anymore. I've been into motorcycles ever since my cousin showed me hers, and when I first picked up your mag. So when I finally can ride, I'm gonna pick me out a cycle 'cuz I gotta have one!

Jonathan Chin
Via e-mail

MUSINGS

Sorry it's taken me so long to write, but the untimely passing of Greg McQuide

LP Racing
LOCKHART PHILLIPS USA
THE SPORTBIKE CONNECTION
SPEEDSCREENS
LP USA Speedscreens are #1 in features, colors, clarity and strength. Speedscreens are available in standard stock shape, the Euro style, the V2 and the Racelite style for roadracing. Available in a variety of colors to match your sportbike.
LP USA equipped Doug Chandler
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V2
PERFORMANCE
The LP USA R &D team has developed the best in sportbike performance products for sport riding and roadracing. Whether you want better handling, braking or acceleration, we can help you choose from an extensive line of components to meet your needs.
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SPIDI
LP USA is proud to offer Spidi Sports World Superbike Championship performance gloves, jackets and suits!
Gloves
Jackets
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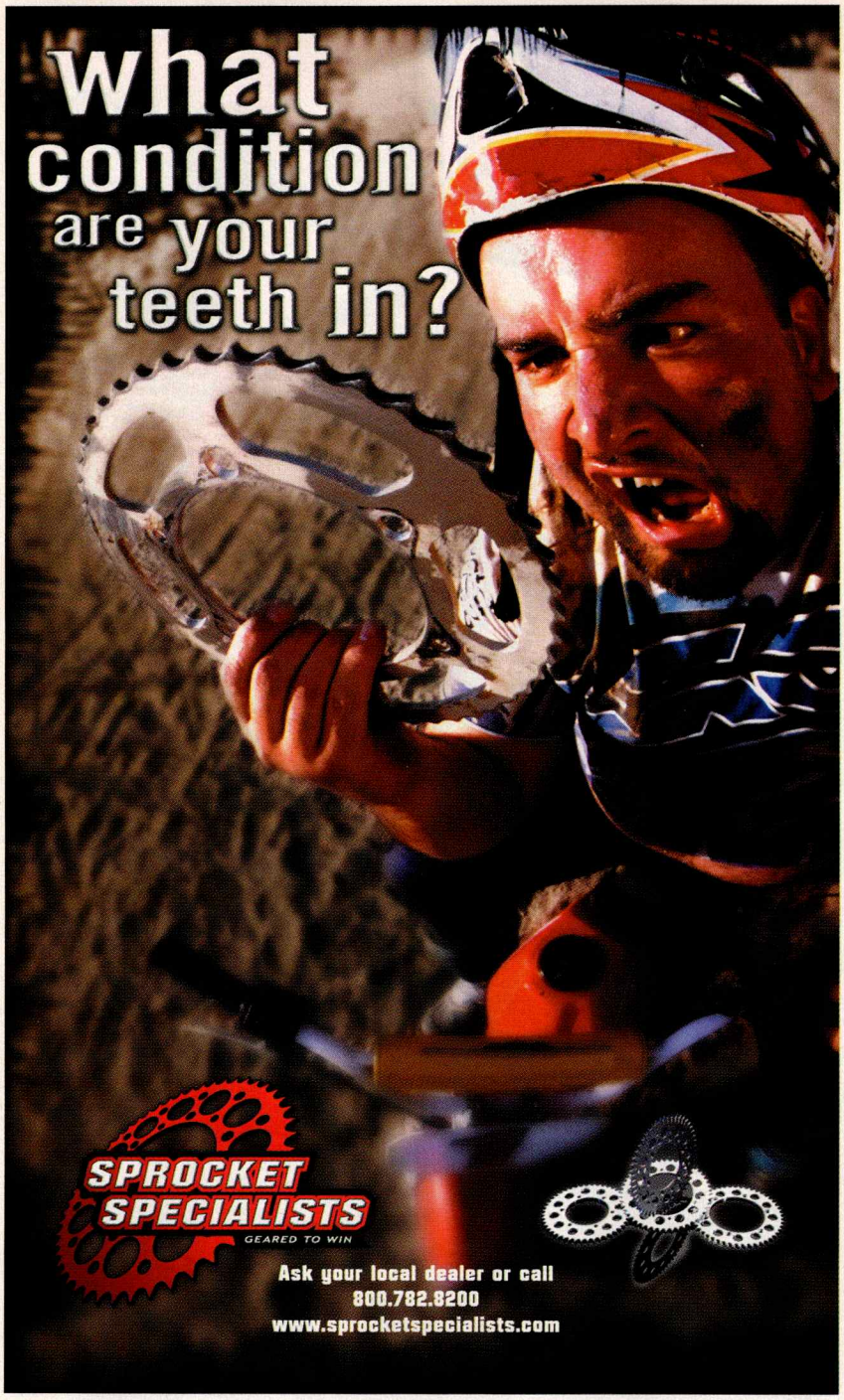


really got to me. No, I never met him. It's just that I felt he was honest, bright, funny and had a neat attitude that came through your pages. I hope you are all healing, and have learned from this tragedy.

At 57 years of age, I'd like to say a few words about motorcycling. "You don't stop riding because you get old," as a popular T-shirt says, "You get old because you stop riding." Since age four, I've had the fever. At 12, a Cushman scooter. At 26, a BSA Spitfire. At 32, a Z-1B. At 56, a ZRX1100. Many more along that path, but you get the idea...I must ride!

Rich Robins
Wilmington, DE

CLOSE CALL

Congratulations for providing real-world information for your readers. I found your Technique article "Checkin' Your Six" (March 2001) extremely interesting. On January 8, 2001, I was sitting stopped waiting to make a left-hand turn into a parking lot. It was dark and, due to a long line of traffic, I was stopped for approximately 30–40 seconds. The last time I looked in my mirror I saw the headlights of a car bearing down upon me. I immediately knew that it could not stop in time and I jumped off the bike to my right. Just as I came off the bike the car hit my bike. Had I not looked behind me when I did, the outcome would have been grave. However, I escaped with only some minor injuries and soreness. My 1994 Honda Magna was totaled. Keep up the good work, and I look forward to your next informative issue.

Chris McAbee
Valley Head, AL

GOODBYE, GARRETT

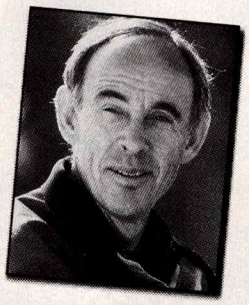
I really enjoyed Garrett Kai's perspective in his Off the Record for the Gold Wing (February 2001). Being a five-foot-four rider myself, I'm always interested in which bikes I might comfortably board.

Marc Dinnerstein
Via e-mail

Unfortunately, Garrett's opinions will soon end in our pages, as he recently took a job with Suzuki in its press-relations department.—Ed.

"One of the big issues for all of us is land use. But the issue of health care discrimination is really scary. The AMA needs more members and more money to publicize these issues."

Malcolm Smith



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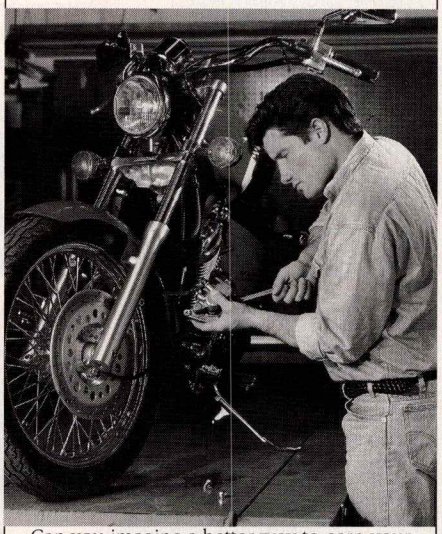

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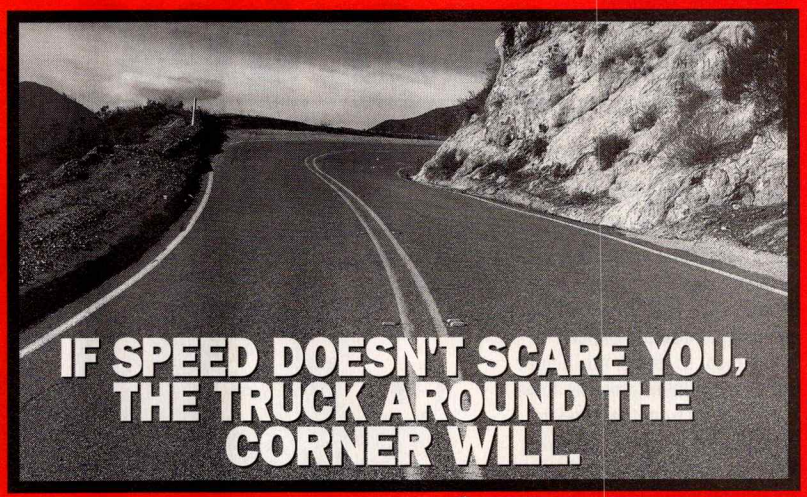

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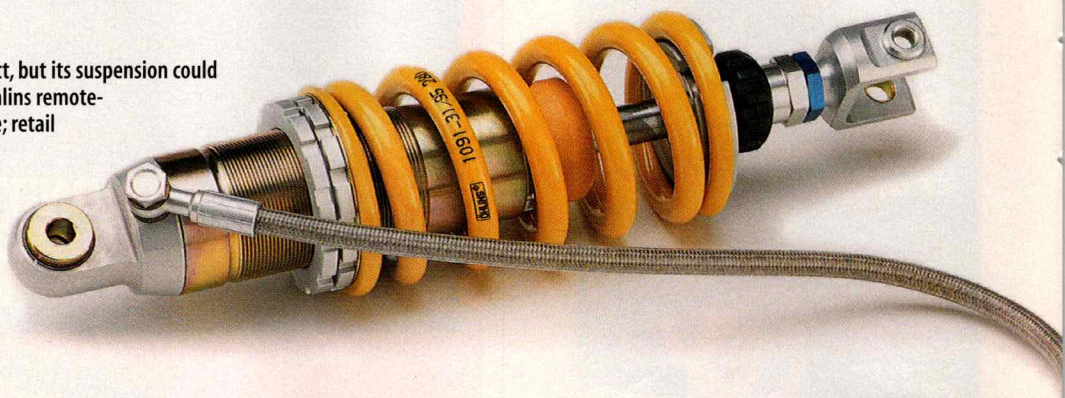
gear box

Compiled By Garrett Kai. Photography By James Brown

One Swede SV

Suzuki's hot little SV650 is nearly perfect, but its suspension could use a boost. That's why there's a new Öhlins remote-reservoir shock for Suzuki's mighty mite; retail price is $725. Featuring a wide range of damping and spring-preload adjustment as well as ride height control, the Öhlins promises to be a big step up from the standard, nonadjustable damper. Check in with your local Parts Unlimited retailer for your Swedish massage or log on to www.parts-unlimited.com.



Prexport Titanium Boots

Titanium is fast replacing carbon fiber as the space-age material of choice, and now it's even in boots. Yes, boots. Check out Prexport's new Titanium Race Boot ($269) made with top-grain leather, trick mesh titanium shields, an all-new ventilation system, screw-in sliders, hook-and-loop closure, Kevlar flex joints, and a comfy Air Tech antibacterial liner. Very nice! Grab yourself a pair in three color combinations (black/blue/silver, black/red/white or black/silver) in U.S. sizes 6.5–14.0. Find 'em at your local dealer or call Top Gear at (877) 871-2668; check out www.prexport.com for more information.

Griot's Laser Temp Gauge

Burning your fingers is never pleasant so check temperatures from afar with this infrared thermometer from Griot's Garage. Boasting laser-pointer aiming and a measuring range of 0–500 degrees Fahrenheit, it's a great addition to any toolbox. The compact, six-inch size and illuminated display only sweeten the deal. (Teasing the family cat is a bonus!) Get yours for a reasonable $99.95 from Griot's Garage at (800) 345-5789 or order online at www.griotsgarage.com.

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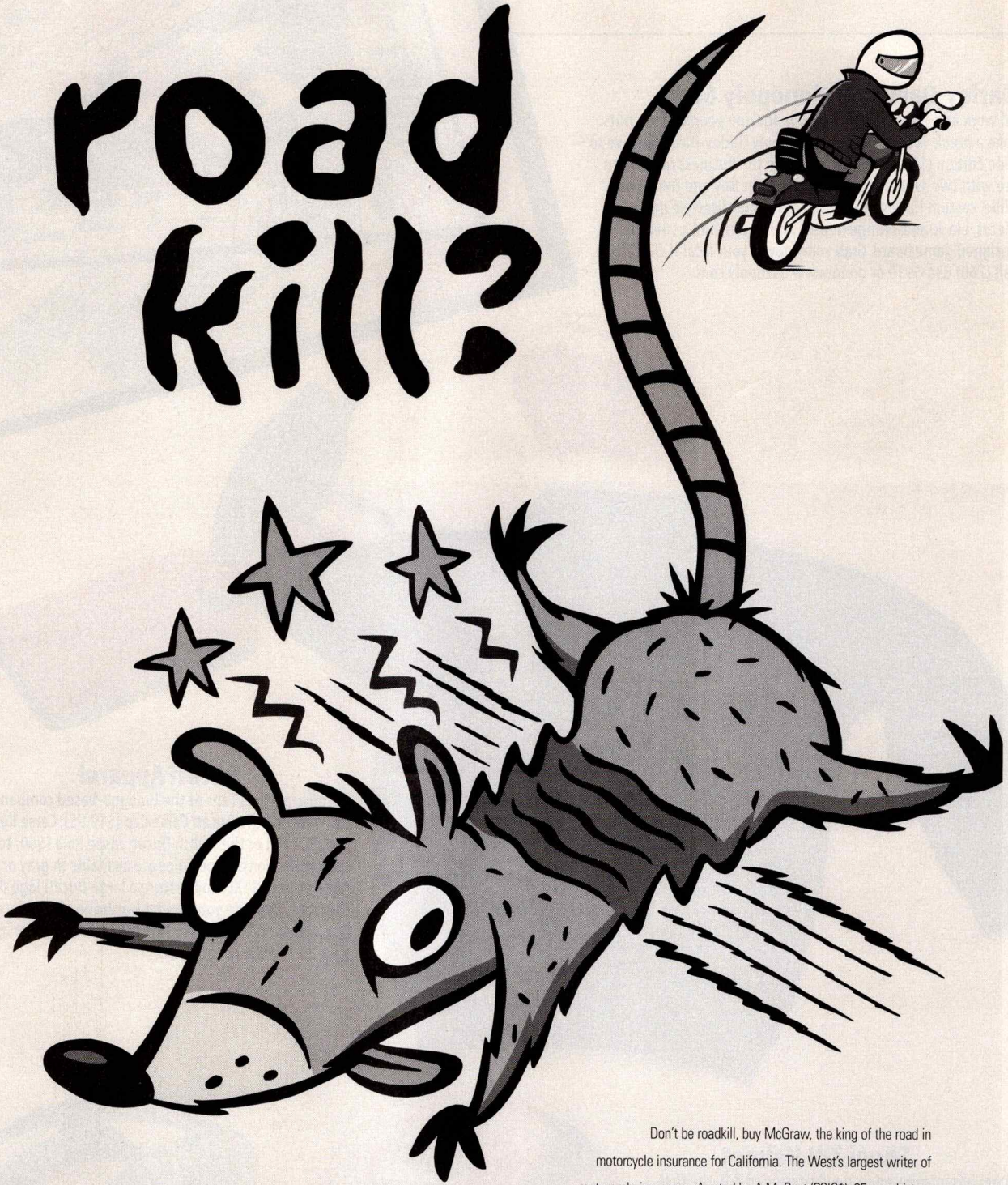
Ducati Apparel

Ducatisti rejoice! Fans of the Bologna-based company can now add the Ducati Corse Cap ($19.95), Corse Key Fob ($21.86) or the stylish Ducati Jaspe Polo ($60) to their collections. Jaspe Polos are available in gray or navy, in sizes S–XL, and feature a large Ducati logo down the front. Upgrade your *desmo* wardrobe at your local Ducati dealer or call (888) 382-2842 for the dealer in your area; www.ducati.com.

Shoei Z-II Helmet

Shoei has introduced its newly designed Z-II, the first of many helmets aimed directly at moving up the premium-helmet pecking order. The Z-II's compact multifiber composite shell has dual integrated intake and exhaust vents, a convenient removable liner, quick-change shield mechanism, an aerodynamic rear lip, and Snell M2000 approval. Choosing from the 11 solid colors ($468.99–$484.99) and 12 multicolor designs ($605.99–$640.99) could prove difficult, but worth every minute of indecision. See your local Shoei dealer or call (714) 730-0941. You can also visit www.shoei-helmets.com.

road kill?



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gear box

Aerostich First-Aid Kits

You never think about having a first-aid kit until you need it. Sure you could raid your medicine cabinet and carry your kit in a plastic baggie, but here's one already packaged for you. Aerostich's Touringrider's ($45) and Sportrider's ($30) First-Aid Kits have a comprehensive list of emergency supplies, including bandages, pads, dressings, tape, towelettes, Tylenol, tweezers and more, all combined in a nylon case that fits in most bikes. The Touringrider's kit is 8.50 x 6.00 x 5.50 inches, contains 65 pieces and weighs one pound eight ounces, while the more compact Sportrider's kit measures 6.50 x 4.50 x 2.25 inches, contains 35 pieces, and weighs 15 ounces. Contact RiderWearhouse at (800) 222-1994 or surf to www.aerostich.com.

Spidi Air Back

OK, so you're no Colin Edwards. That doesn't mean you can't have world-class protection at the track. Check out Spidi Sport's all-new Air Back ($149.95) back protector. The Air Back is newly designed with comfortable shoulder and waist straps, a rigid outer shell combined with flexible pneumatic cushions to protect against abrasion and impact, and four different sizes are available. A worthwhile investment for sure. Find out more by contacting Lockhart Phillips USA at (800) 221-7291 or click on www.lockhartphillipsusa.com.

Pact with the Devil

Are two always better than one? Maybe so if you're talking about exhaust systems in general, and Devil's R6 arrangement in particular. Devil's new shotgun-style, dual-canister exhaust systems are available for a variety of bikes including the potent Yamaha YZF-R6 ($699.95). This one features stainless steel headers and lead-in pipes, carbon-fiber canisters, a high-mount muffler bracket, and all the necessary mounting bits. Make contact with the Devil at (732) 360-2960 or go to www.devilbikes.com.

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130/80V18	83.95
(front)	
110/90V16	$61.95
120/80VB16	73.95
110/90VB17	74.95
100/90V18	68.95
100/90V19	72.95

D207 (rear)

160/60ZR17	$100.95
170/60ZR17	103.95
180/55ZR17	107.95
190/50ZR17	135.95
200/50ZR17	148.95
(front)	
130/70ZR16	$81.95
120/60ZR17	83.95
120/70ZR17	82.95

D402 (rear)

MT90HB16	$92.95
MT90HB16 SWS	105.95
MT90HB16 WWW	110.95
(front)	
MT90HB16	$78.95
MT90HB16 SWS	103.95
MT90HB16 WWW	99.95
MH90H21	68.95

D-204 (rear)

150/60ZR17	$105.95
160/60ZR17	116.95
170/60ZR17	119.95
190/50ZR17	134.95
160/60ZR18	122.95
(front)	
130/70ZR16	$94.95
120/60ZR17	94.95
130/60ZR17	94.95

All Dunlop street and dirt tires available.

K591 (rear)

130/90V16	$85.95
140/90V16	92.95
150/80VB16	102.95
130/80V17	69.95
130/90V17	80.95
180/55VB17	101.95
120/90VB18	82.95
140/70VB18	85.95
(front)	
110/80V17	$77.95
110/80VB18	71.95
100/90V19	73.95

D401 (rear)

130/90HB16	$88.95
(front)	
90/90H19	$74.95
100/90H19	73.95

DUNLOP

K491 Elite II (rear)

140/90HB15	$89.95
MV85HB15 RWL	109.95
MT90HB16	76.95
MT90HB16 RWL	96.95
MU90HB16 RWL	99.95
160/80HB16	116.95
MT90HB17	87.95
MT90HB17 RWL	96.95
110/90HB18	77.95
120/90HB18	76.95
(front)	
MT90HB16	$67.95
MT90HB16 RWL	87.95
100/90H18	67.95
MR90H18 RWL	84.95
130/70HB18	92.95
MM90H19	63.95
MM90H19 RWL	66.95

Cruisemax (rear)

140/90-15	$76.95
140/90-15 RWL	82.95
150/90-15 RWL	84.95
170/80-15 RWL	95.95
140/90-16	84.95
140/90-16 RWL	82.95
140/90-16 WWW	84.95
150/80-16 RWL	98.95
150/80-16 WWW	99.95
(front)	
130/90-16	$82.95
130/90-16 RWL	88.95
130/90-16 WWW	80.95
120/90-18 RWL	80.95
100/90-19 RWL	61.95
110/90-19 RWL	72.95
80/90-21	72.95

All Dunlop tires available.

Continental

TK16/17 Touring (rear)

150/90H15	$67.95
130/90H16	72.95
140/90H16	73.95
150/80H16	75.95
130/90H17	73.95
120/90H18	64.95
(front)	
130/90H16	$64.95
120/90H18	69.95
100/90H19	53.95
300x21	56.95

Conti-Force (rear)

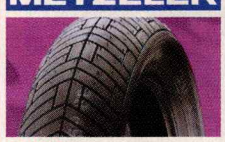
150/60ZR17	$77.95
150/70ZR17	77.95
160/60ZR17	77.95
170/60ZR17	79.95
180/55ZR17	83.95
(front)	
110/70ZR17	$58.95
120/60ZR17	64.95
120/70ZR17	64.95

TKH23/24 Blitz (rear)

140/90H15	$64.95
150/90H15	82.95
120/90H16	50.95
130/90H16	54.95
140/90H16	65.95
150/80H16	72.95
130/90H17	58.95
4.00H18	57.95
120/90H18	58.95
130/90H18	59.95
(front)	
110/90H18	$51.95
90/90S19	47.95
3.25H19	49.95
110/90H19	56.95

All Continental tires available.

METZELER



ME33 Lazer (front)

110/90V16	$78.95
120/80V16	81.95
110/80V17	81.95
120/70V17	83.95
90/90H18	66.95
100/90V18	78.95
110/80V18	79.95
110/90V18	84.95
3.25H19	69.95
3.25V19	78.95
3.50H19	77.95
100/90V19	91.95
110/90V19	82.95
80/90H21	84.95
90/90H21	85.95

Renn Race (rear)

150/60ZR17	$125.95
160/60ZR17	129.95
180/55ZR17	131.95
190/50ZR17	149.95
(front)	
110/70ZR17	$109.95
120/60ZR17	113.95
120/70ZR17	113.95

Renn Sport (rear)

150/60ZR17	$125.95
160/60ZR17	129.95
180/55ZR17	141.95
(front)	
110/70ZR17	$109.95
120/70ZR17	113.95

ME550 (rear)

130/90V16	$78.95
130/70H17	75.95
130/80H17	64.95
140/80VB17	82.95
150/70H17	79.95
150/70V17	80.95
130/70H18	76.95
140/70H18	79.95

ME880 (rear)

140/80HB15	$106.95
140/90HB15	102.95
150/90HB15	108.95
170/80HB15	108.95
180/70HB15	108.95
130/90HB16	96.95
140/90HB16	106.95
150/80HB16	119.95
200/60VR16	126.95
240/50VR16	150.95
160/70VR17	107.95
160/70VB17	107.95
240/40VR18	150.95
(front)	
130/90HB16	$83.95
150/80HB16	94.95
120/70VB17	85.95
120/80V17	83.95
110/90H18	99.95
120/90H18	87.95
130/60VR-18	119.95
100/90H19	75.95
110/90H19	79.95
80/90H21	73.95
120/70V21	85.95

ME99 Perfect (rear)

130/90V16	$98.95
140/90V16	107.95
150/80V16	113.95
130/90V17	99.95
400V18	77.95
120/90V18	94.95
130/80V18	99.95

ME55 Metronic (rear)

130/90V16	$94.95
150/80VB16	112.95
140/80VB17	111.95
160/70VB17	117.95

METZELER

ME23 (rear)

150/60ZR17	$115.95
160/60ZR17	117.95
170/60ZR17	121.95
180/55ZR17	126.95
190/50ZR17	146.95
(front)	
130/70ZR16	$97.95
110/70ZR17	89.95
120/60ZR17	95.95
120/70ZR17	97.95

ME 22 (rear)

150/80ZR16	$106.95
130/80HR17	101.95
140/80ZR17	102.95
170/60ZR18	110.95
(front)	
120/80ZR16	$79.95
110/80ZR17	81.95

ME 24 (rear)

150/70ZR17	$113.95
160/60ZR17	117.95
160/70ZR17	119.95
170/60ZR17	119.95
180/55ZR17A	123.95
190/50ZR17	143.95
160/60ZR18	124.95
(front)	
120/60ZR17	$94.95
120/70ZR17	95.95
120/70ZR17B	97.95
110/80ZR18	93.95
120/70ZR18	92.95

ME330 (front)

110/90V16	$64.95
110/70H17	68.95
110/80H17	68.95
110/80V17	66.95
120/70V17	66.95
110/80H18	68.95

All Metzeler tires available.

AVON TYRES

Venom X (rear)

140/90H15	$97.95
150/90H15	127.95
150/90V15	105.95
170/80H15	107.95
MT90H16	97.95
MT90H16 SWS	105.95
MT90H16 WWW	109.95
140/90H16	105.95
140/90H16 WWW	115.95
150/80H16	109.95
160/80H16	137.95
(front)	
MT90H16	$93.95
MT90H16 SWS	97.95
MT90H16 WWW	99.95
150/80H16	105.95
100/90H18	82.95
120/90H18	87.95
130/70H18	104.95
100/90H19	71.95
100/90H19 WWW	87.95
110/90H19	75.95
80/90H21	75.95
MH90H21	75.95
MH90H21 WWW	89.95

AV35/36 Azaro II (rear)

140/80ZRX17	$99.95
150/70ZRX17	109.95
160/60ZR17	115.95
170/60ZR17	119.95
180/55ZR17	123.95
160/60ZR18	119.95
(front)	
120/60ZR17	$87.95
120/70ZR17	91.95

All Avon tires available.

PIRELLI

MTR22/21 Dragon EVO (rear)

150/60ZR17	$116.95
160/60ZR17	120.95
170/60ZR17	122.95
180/55ZR17	125.95
190/50ZR17	145.95
(front)	
130/70ZR16	$98.95
110/70ZR17	88.95
120/60ZR17	88.95
120/70ZR17	96.95

MTR22/21 Dragon EVO Corsa (rear)

150/60ZR17	$138.95
160/60ZR17	143.95
170/60ZR17 SC2	153.95
180/55ZR17	156.95
180/55ZR17 SC2	156.95
190/50ZR17	165.95
(front)	
130/70ZR16	$126.95
110/70ZR17	121.95
120/60ZR17	125.95
120/65ZR17	130.95
120/70ZR17	126.95
120/70ZR17 SC2	126.95

MTR24/23 Dragon GTS (rear)

150/70ZR17	$112.95
160/60ZR17	116.95
160/70ZR17	117.95
170/60ZR17	117.95
180/55ZR17	121.95
190/50ZR17	139.95
160/60ZR18	121.95
(front)	
120/60ZR17	$92.95
120/70ZR17	93.95
120/70ZR18	90.95
110/80ZR18	90.95

MT-66 Route (rear)

130/90S15 TT	$58.95
140/90H15	75.95
150/90H15	77.95
170/80H15	85.95
180/7015	88.95
130/90H16	70.95
140/90H16	79.95
150/80H16	81.95
110/90H18	57.95
120/90H18	61.95
(front)	
130/90H16	$63.95
150/80H16	70.95
120/90S17 TT	52.95
3.00S18 TT	48.95
120/90H18	68.95
100/90H18	58.95
90/90H19	53.95
100/90H19	55.95
110/90H19	55.95
80/90H21 TT	59.95

All Pirelli tires available.

MICHELIN

Pilot Sport (rear)

150/60ZR17	$127.95
160/60ZR17	128.95
170/60ZR17	135.95
180/55ZR17	145.95
190/50ZR17	149.95
190/50ZR17 TX254	171.95
200/50ZR17	182.95
(front)	
130/70ZR16	$111.95
110/70ZR17	106.95
120/60ZR17	107.95
120/65ZR17	110.95
120/70ZR17	110.95
120/70ZR17 TXN	127.95

All Michelin tires available.

BRIDGESTONE

BT56-SS (rear)

160/60ZR17	$104.95
180/55ZR17	111.95
190/50ZR17	126.95
150/60ZR18	107.95
(front)	
130/70ZR16	$81.95
110/70ZR17	77.95
120/60ZR17	81.95
120/70ZR17	81.95

BT-010 (rear)

160/60ZR17	$98.95
170/60ZR17	101.95
180/55ZR17	105.95
190/50ZR17	122.95
190/50ZR17 G	123.95
200/50ZR17	125.95
150/60ZR18	98.95
(front)	
130/70ZR16	$79.95
110/70ZR17	79.95
120/60ZR17	79.95
120/65ZR17	81.95
120/70ZR17	82.95
120/70ZR17 G	82.95

BT-020 (rear)

150/70ZR17	$101.95
160/60ZR17	98.95
160/70ZR17	105.95
170/60ZR17	101.95
180/55ZR17	105.95
160/60ZR18	105.95
(front)	
120/60ZR17	$79.95
120/70ZR17	82.95
110/80ZR18	81.95
120/70ZR18	86.95

S-11 (rear)

140/90H15 RWL	$73.95
150/90H15 RWL	78.95
130/90H16	64.95
130/90H16 RWL	71.95
140/90H16 RWL	78.95
130/90H17	65.95
110/90H18	56.95
120/90H18	59.95
130/90H18	66.95
130/90H18 RWL	73.95
(front)	
130/90H16	$76.95
100/90H18	48.95
110/90H18	49.95
110/90H18 RWL	54.95
120/90H18 RWL	57.95
90/90H19	49.95
100/90H19	54.95
100/90H19 RWL	56.95
110/90H19	55.95
110/90H19 RWL	60.95

All Bridgestone tires available.

MICHELIN

Macadam (rear)

150/90V15	$72.95
130/90V16	97.95
150/80V16	99.95
130/70H17	86.95
130/90V17	94.95
140/80H17	94.95
150/70V17	102.95
160/70V17	119.95
4.00H18	81.95
110/90H18	76.95
120/90H18	86.95
120/90V18	90.95
130/70H18	86.95
130/80V18	96.95
(front)	
110/70H17	$64.95
110/80H17	64.95
110/80V17	73.95
120/70V17	77.95
100/90H18	68.95
100/90V18	74.95
110/80H18	65.95
110/80V18	74.95

100X (rear)

150/70ZR17	$115.95
160/60ZR17	119.95
170/60ZR17	121.95
180/55ZR17	126.95
190/50ZR17	145.95
160/60ZR18	119.95
(front)	
110/70ZR17	$93.95
120/60ZR17	95.95
120/70ZR17	115.95

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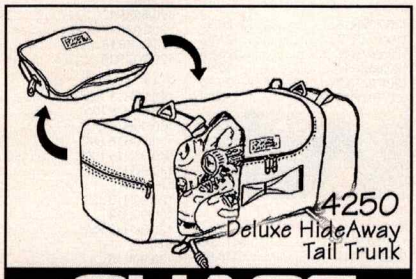

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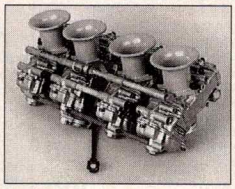
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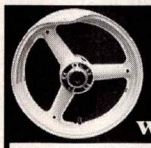
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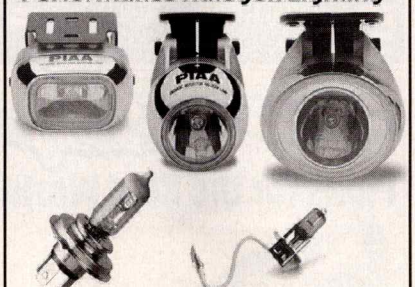
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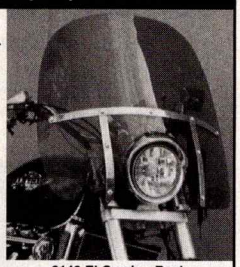

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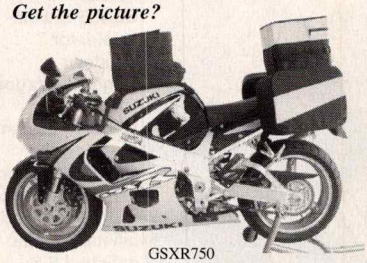
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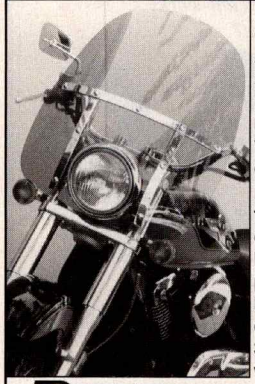

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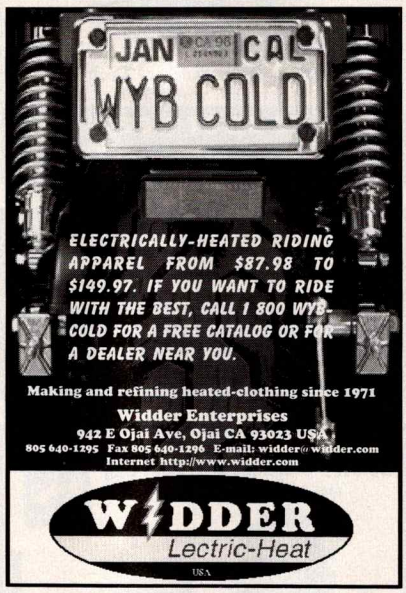

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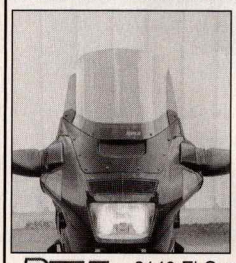
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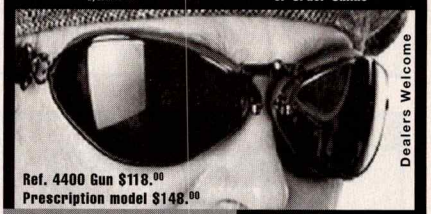
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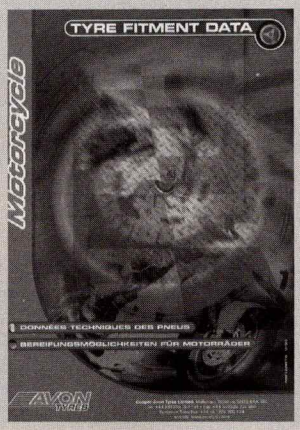

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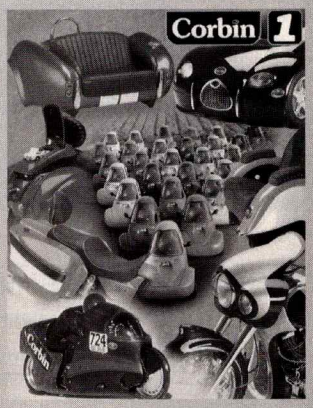

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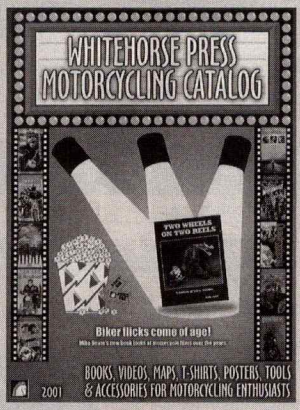

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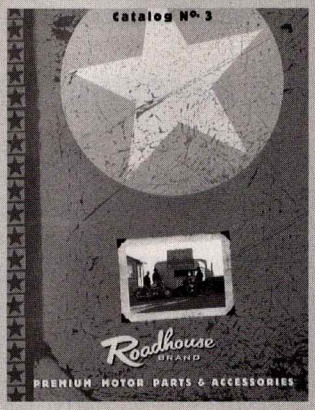

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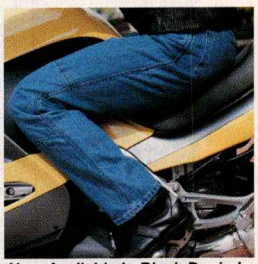

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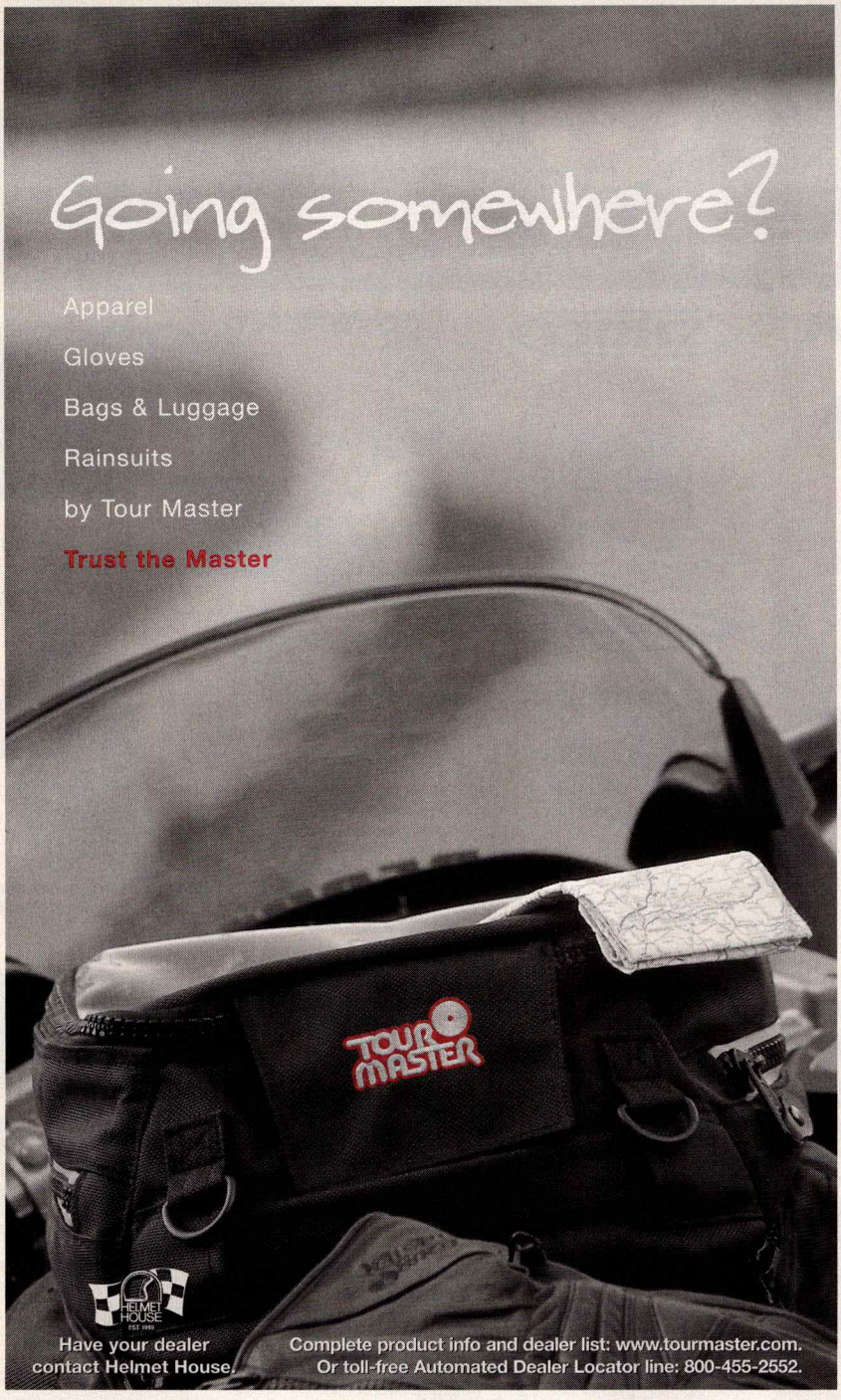

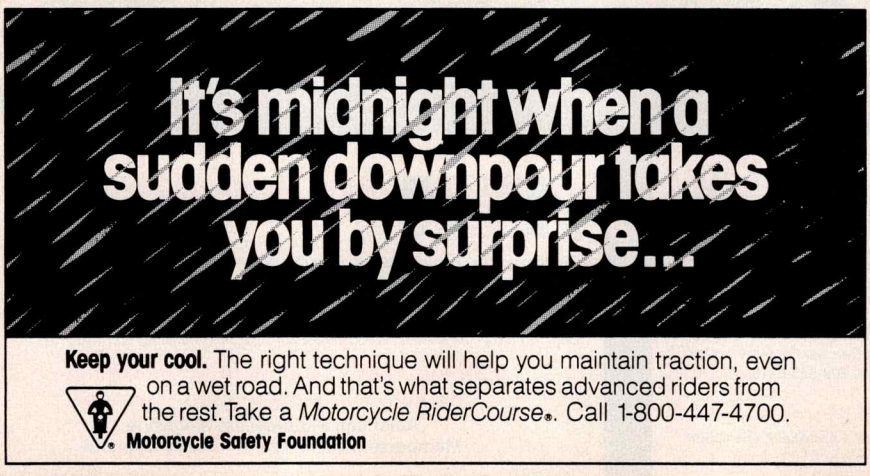

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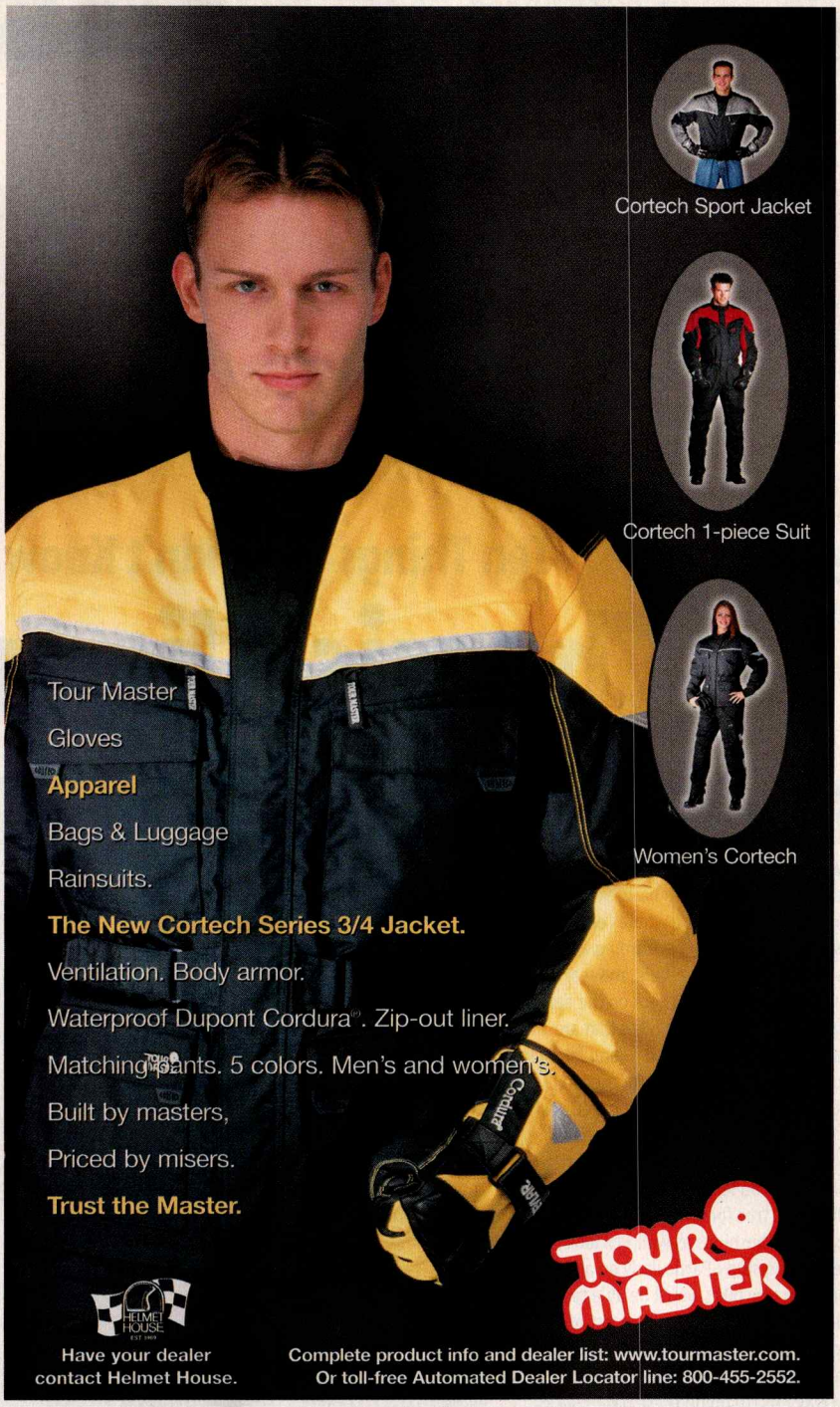

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Edited By Marc Cook

INDUSTRY INSIDER

Ten Things You Didn't Know About:

Chassis Alignment

It's important that, before you begin tweaking a bike's suspension or chassis geometry, you assess its condition carefully. When I get a bike into the shop for either a basic chassis alignment, repair or the whole Computrack treatment, I'll start by performing a basic inspection. I'll work the front and rear suspension doing a rough check on the damping—it's easy to see the bikes that are dramatically underdamped—and I'll listen for unusual clunks and feel for friction or "tight" spots in the suspension travel. Next, I'll check the steering-head bearings. Often, on new bikes, I'll find insufficient lubrication, which can lead to premature wear. (This holds true for swingarm pivots and suspension bushings as well.) I'll look at the steering stops. Particularly on aluminum-frame bikes, you'll be able to see evidence of a crash even if the rest of the bike has been repaired. (This is the first place to look when buying a used bike, by the way.) As I'm doing these basic checks, I'm taking the whole bike in, looking for dings and scratches on the frame and swingarm. Also, this kind of inspection will tell me a lot about what kind of maintenance the bike's had.

Computrack L.A.'s Morris Ellis goes on about the criticality of chassis alignment and setup

MARC COOK

Just because a bike is new doesn't mean it's straight. That's right . . . it just means that it's new. Initial preparation of the bike is more important than, I think, most riders believe. You can have it set up with the rear wheel out of alignment or the fork tubes tweaked. (The index marks for the rear wheel are notoriously inaccurate.) And if this is your first new bike or the only example of this kind of bike you've ridden, you may never know there's something wrong.

Sometimes a new bike being crooked has nothing to do with setup. I appreciate that motorcycle manufacturers have production tolerances, but I'm still amazed by the number of chassis I see that are not quite straight on brand-new bikes. Not by a lot, mind you, but enough to keep you from getting the utmost out of a chassis setup. And I'd have to say that in general the chassis are getting better and more accurately built. Still, what works as a production tolerance often is more than I'm willing to accept in the quest for the ideal setup.

Chassis alignment is critical to optimizing the bike and must be done before optimizing the suspension settings and chassis geometry. You can't have the bike going down the road sideways or have the suspension stroke through arcs not aligned properly with the chassis and get the most out of it.

The Computrack system is an amazingly accurate way of measuring and verifying the dimensions and shapes of a bike's chassis. Of course I would say that, but this system is so well developed now that the accuracy and repeatability are just breathtaking. (We're talking 1/100th of a millimeter and two arc/seconds of a degree here.) And I'm still surprised at what I see. Here's how the Computrack measurement system works, in a very simplified fashion: I'll take a bike stripped of its bodywork and place targets on a variety of locations to the chassis and wheels. These stickers have small cross hairs drawn on them. Using a tremendously accurate theodolite, I'll measure the bike (which entails taking highly accurate angular measurements of the bike from the theodolite station about three feet away). Basically, the theodolite is a surveying instrument that uses an optical scope to focus on certain points on the bike. The angle of the scope from horizontal and the azimuth of the point from the baseline of the theodolite stand define the points, whose coordinates are fed into a computer. Then I'll move the instrument from one end of the rack to the other and retake the measurements. This triangulation sets the points in

space and lets the computer determine their relationship to a very fine degree.

Tires make a huge contribution to chassis attitude and handling. Beyond the grip they provide, tires make up part of the suspension of the bike and, dimensionally, help determine the bike's overall geometry. And you can't always go by the numbers on the sidewall. I've noticed quite a bit of difference in actual diameters and widths from supposedly identically sized tires. It's something to keep in mind when you're trying to tune the bike's chassis attitude.

Modern, aluminum-frame bikes aren't as strong as you think. At least, not in terms of tolerating crash damage. They're built more like airplanes these days. The frames will handle big loads in the planes that are designed to take these loads, but when you crash, there are loads transmitted in totally different planes and at odd points. You can have a moderate low-side and seriously tweak a frame. One good hit at the steering head or even at the swingarm can throw the total alignment out of whack. And it can be even more complicated. When the bike strikes an object during a crash, the part that flexes doesn't always move the way you think, and sometimes it can put really strange loads into the frame in places and amplitudes you'd never predict.

And yet modern, aluminum-frame bikes can be repaired. When optimizing a bike, even one that's just one-tenth of a degree from straight, I'll strip it down and put it into an alignment jig that allows me to carefully realign the frame back in the right direction. The very qualities that make modern sportbikes somewhat vulnerable in a crash also make them easier to draw back into alignment.

There are "sweet numbers" for every motorcycle that will optimize its handling. Computrack developer Greg McDonald has worked through several versions of the sweet numbers and a big part of the Computrack philosophy is to get the chassis in the right attitude and the suspension calibrated to maintain that attitude. And the ways we alter the bikes vary depending upon what they need, the weight and skill level of the rider, and even the tires he chooses to use.

Getting to the "sweet numbers" can be easy or hard. It all depends on the bike. I can't tell you what I'm going to do to your bike, because I don't know what it needs until I measure it. And, really, we're after two things. First, we want to set the chassis to the right geometry. We may change ride heights or even opt for different triple clamps if we need to change the trail dimension. I may also suggest different tires. Then I'll set the suspension to maintain this ideal geometry, altering the spring and damping rates according to rider weight and skill.—*Morris Ellis*

Smart Money

YAMAHA TDM850

FRAN KUHN

- **Cheer:** Capable just about anywhere but a supercross track; pretty rare
- **Jeer:** Out of this world styling makes people think you are, too; pretty rare
- **Maintenance Watch:** Heat-sensitive clutch; front disc warpage
- **Verdict:** Too trick for its own good in 1992. A clean example of Japan's trickiest twin is practically a steal today
- **Prices:** $3519 ('92), $3875 ('93)

Yamaha called it a new sport, but nobody else was too persuaded. What do you call a 10-valve, liquid-cooled twin in a twin-spar steel frame with sci-fi styling and comfy seating? Sportbike? Tourer? Standard? Or just plain weird? The 1992 TDM850's identity crisis led to predictably dismal U.S. sales over its two-year run. By 1994, the bike had retreated (back) to Europe.

For us, the 850 remains a pleasant conundrum that's sporty enough to carve corners, comfortable enough for extended play and practical enough for commuting. OK, so the 31.6-inch seat height is on the tall side. And at 509 pounds (wet) it wasn't exactly lithe compared with a 446-pound Ducati 900SS back in 1992, or even a 508-pound Harley-Davidson 883 Sportster. But despite the fact that it wasn't great at anything, the TDM was good at just about everything.

Ridden conservatively, it pulled 50 miles from a gallon of gas....

Power-producing technology is inspired, even by 2001 standards. The 849cc dry-sump engine's twin-cam, shim-under-bucket valve lash control put 26,600 miles between adjustments. Spun up to its conservative 8000-rpm redline, the multi-talented twin was good for 12.22-second quarter miles and a respectable top speed of 129 mph. Power delivery is pancake flat from 3000 rpm to the 8000 rpm rev limit. Ridden conservatively, it pulled 50 miles from a gallon of gas, making its 4.8-gallon tank last 240 miles.

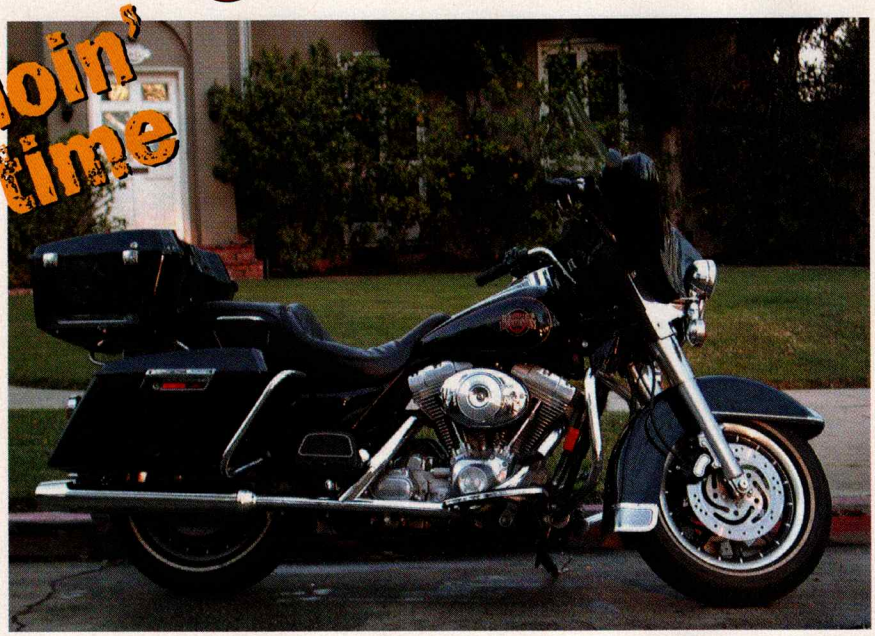
Forward-angled cylinders, semidowndraft intake runners and offset transmission shafts made it one of the most compact, sophisticated production twins ever, and a contra-rotating balance shaft made it one of the smoothest. Maybe too smooth. Yamaha's 360-degree twin (wherein both pistons rise and fall together) had none of the character articulated by more emotional two-bangers from Milwaukee or Bologna.

Relatively sedate steering geometry ahead of a longish wheelbase gives the TDM reassuringly athletic handling manners on any sort of pavement. Brakes are good, even in this millennium. Overall, the bike drew few complaints. The stubby windscreen provokes vexing cockpit turbulence at freeway speeds for anyone over six feet tall, and the seat foam caves in with time. Soft springs and unremarkable bias-ply Dunlop K505 tires were all that let the bike down in any hostile sporting environment. In town, dubious off-idle carburetion and a clutch that got grabby in traffic (and grabbier with mileage) were the most noticeable flaws. An updated clutch from Yamaha is the prescribed fix there.

Back in 1992, a new TDM850 sold for $6599. These days, a nice one sells for $3500–$3650. Expect to ante up $3800–$4000 for a clean '93. Because the bikes weren't imported in FZR600 quantities, they're not everyday fare in the local classifieds. It may take some virtual digging on the Web to find one, but if you appreciate individualism and smart engineering as much as broadband function, it's safe to say there's nothing like a TDM850. —*Tim Carrithers*

Long-Term Wrap-Up

doin' time



MARC COOK

H-D Electra Glide Standard

Sending off a close friend

- *Ringleader:* **Smith**
- *MSRP:* **$13,130 (2000 model)**
- *Miles:* **10,100–10,900**
- *Average Fuel Mileage:* **41 mpg**
- *Modifications:* **Windshield, sound system, gauges, mirrors, tail trunk**

Nicknamed for our fallen comrade, Greg, in whose eager care it began its stint with us, our resident FLHT, the "McQuide Glide," has been a happy, steadfast, slightly goofy but universally loved member of the family. How appropriate. Riders with little Harley history (such as young Greg) as well as old Milwaukee fans have settled into its cushy saddle and watched big gobs of miles slide by. Its reliability record has been flawless: nothing broke, nothing fell off and nothing needed special attention.

Harley-Davidson's optional King Tour-Pak trunk was an easy bolt-on and facilitated distant venturing as well as localized *tchotchke* toting.

And its overall comfort has been a revelation. With rubber engine mounts knocking the edge off running vibes, the good seat and protective fairing can be enjoyed to their fullest. The thing flat works.

There's no shortage of Real Steel character here. It makes the right noises (including clanky shifts), it has some familiar eccentricities (fiddly turn-signal switches and a manly clutch pull), and though it stops and turns just fine, you do find yourself leaving more room in traffic than you might on something lighter and sportier. The only item that even approached the status of a glitch—and it wasn't serious enough to get us motivated—was an occasional misfire, just a single stumble, on very light throttle at moderate revs. (OK, the sidestand could rattle up a storm at idle, but a foam sleeve cured that, as long as it didn't rotate out of position.)

We did a few upgrades out of the Harley-Davidson accessories catalog to raise our Standard toward Classic trim. We got the AM/FM/cassette Premium Sound System, oil pressure and ambient air temperature gauges, and the tail trunk. We also fitted some tidy rearview mirrors and experimented with windshield height (standard was better for wind protection, lower for clear visibility). Of course, we barely scratched the surface of what's available from the factory, but the total tab of about $1400 made a nice bike better.

Mostly, we just rode the thing. Staffers and extended family members used the McQuide Glide on major odysseys (Sturgis, Reno, Laguna Seca) and short missions (daily commuting, getting a battery for the CBX at Bert's Motorcycle Mall). The miles came easy to this bike. It was always willing, reliable, entertaining and fun. Reminded us of an old pal.

—K.S.

BMW R1150GS

- *Ringleader:* **Cook**
- *Miles:* **6500–6500**

MARC COOK

Time flies around here, so a couple of weeks had gone by before I thought to check with BMW's press-fleet center on the GS's 6000-mile maintenance visit. I'd been riding a bunch of pretty enticing sportbikes, but I was starting to miss the big, goofy Beemer. Turns out, bad news was waiting. One of the technicians noted a post-service rod knock and pulled a jug to have a look. Although an investigation was just underway as we went to press, it appears that we let the oil level get low (the bike has been in a lot of hands lately, your ringleader insists, trying to dodge blame) and starved the pistons, cylinders and connecting-rod bearings. Concerned there might be collateral damage, BMW elected to order a new engine, a service we're told (and we believe) would be offered to any customer under the three-year warranty. More on the saga next month. *—M.C.*

HONDA CBR929RR

- *Ringleader:* **Carrithers**
- *Miles:* **6060–6880**

KEVIN WING

I have challenged the 929's immunity to mechanical failure, and I have failed. I've wrung its neck at the racetrack and over five months of swervy road proficiency runs. I parked its tach needle at or around 11,000 rpm for most of a gas tank in the spacious sandbox we call the Mojave desert. Its only shortfall was dropping to 24 miles per gallon. The taller Lockhart Speedscreen significantly broadens the comfort envelope. On the downside, the Bridgestone BT010R radials introduced in our last episode lacked the high-speed cornering confidence of the Michelin Pilots they replaced. *—T.C.*

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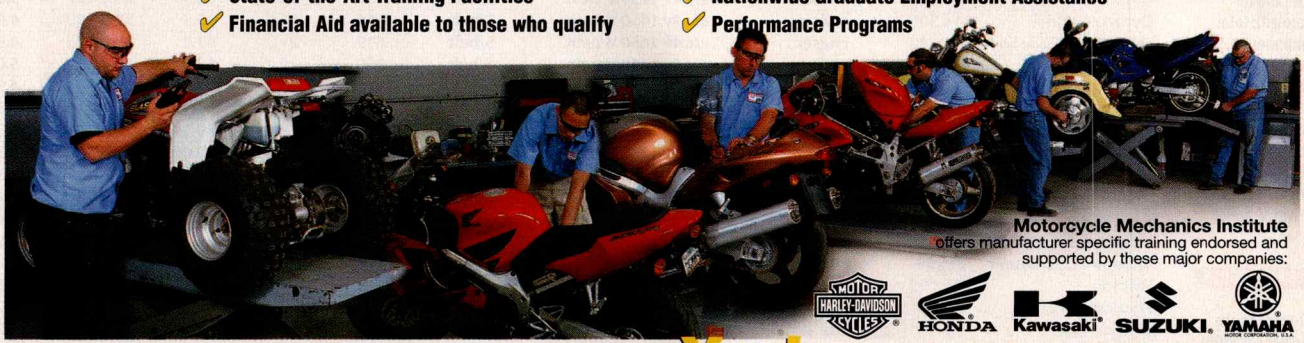

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the list

model	price	class	engine (note 1)	speeds/ final drive	dry weight (lb.)	seat height (in.)	wheel-base (in.)	rake (deg)/ trail(mm)	fuel cap. (gal.)
APRILIA 110 LONDONDERRY COURT SUITE 130 WOODSTOCK, GA 30188; 770/592-2261 WWW.APRILIA.COM									
RSV Mille R	$16,799	sport	l/c 8v 998 V-twin	6/chain	407	32.5	56.2	23.5-25.5/87-107	5.0
RSV Mille	$13,899	sport	l/c 8v 998 V-twin	6/chain	416	32.5	55.2	24.5/95	5.0
SL1000 Falco	$11,299	sport	l/c 8v 998 V-twin	6/chain	418	32.1	55.2	24.5/100	5.3
RS250 Challenge	$8569	sport	l/c 2st 249 V-twin	6/chain	295	33.0	53.7	25.5/102	5.0
RS50	$3549	sport	l/c 2st 50 single	6/chain	196	31.9	50.4	24.0/102	3.4
RST1000 Futura	$12,999	sport-touring	l/c 8v 998V-twin	6/chain	463	32.3	56.5	26.9/102	5.5
ETV1000 CapoNord	$11,999	dual-sport	l/c 8v 998 V-twin	6/chain	474	32.3	61.4	27.9/129	6.6
Pegaso 650 i.e.	$7877	dual-sport	l/c 5v 652 single	5/chain	386	31.9	58.1	28.7/115	NA
BMW 300 CHESTNUT RIDGE ROAD WOODCLIFF LAKE, NJ 07675; 201/307-4000 WWW.BMWUSA.COM									
K1200LT	$16,990	touring	l/c 16v 1171 inline-four	5/shaft	834	30.3	64.3	26.8/NA	6.1
K1200RS	$16,700	sport-touring	l/c 16v 1171 inline-four	6/shaft	628	30.3	61.0	22.3/124	5.5
R1100RT	$15,990	sport-touring	a-o/c 8v 1085 opposed-twin	5/shaft	563	30.7	58.5	27.2/122	6.6
R1200C Euro	$15,100	cruiser	a-o/c 8v 1170 opposed-twin	5/shaft	686	29.1	64.9	29.5/134	4.5
R1200C	$14,500	cruiser	a-o/c 8v 1170 opposed-twin	5/shaft	686	29.1	64.9	29.5/134	4.5
R1150GS	$14,500	dual-sport	a-o/c 8v 1130 opposed-twin	6/shaft	530	33.1	59.4	27.1/114.3	5.5
F650GS	$8100	dual-sport	l/c 4v single	5/chain	425	30.7	58.5	28.1/113	4.4
R1100S	$13,990	sport	a-o/c 8v 1085 opposed-twin	6/shaft	504	29.9	58.2	25.0/100	4.8
R1150R	NA	standard	a-o/c 8v 1170 opposed-twin	6/shaft	525	31.5	58.5	27.0/127	5.4
BUELL 3700 WEST JUNEAU AVENUE MILWAUKEE, WI 53208; 414/343-8400 WWW.BUELL.COM									
Thunderbolt S3/S3T	$11,995	sport-touring	a/c 4v 1203 V-twin	5/belt	450	29.5	55.0	24.5/97	5.4
Lightning X1	$10,695	sport	a/c 4v 1203 V-twin	5/belt	440	29.5	55.0	23.0/89	4.6
Cyclone Low/M2	$8995	sport	a/c 4v 1203 V-twin	5/belt	435	29.5	55.0	24.5/97	5.0
Blast!	$4395	standard	a/c 2v 492 single	5/belt	360	27.5	55.3	25.0/86	2.8
CAGIVA 2300 MARYLAND ROAD WILLOW GROVE, PA 19090; 215/830-3300 WWW.CAGIVAUSA.COM									
Gran Canyon	$8995	dual-sport	a/c 4v 904 V-twin	6/chain	458	33.2	59.8	27.5/91	5.3
DUCATI 237 WEST PARKWAY POMPTON PLAINS, NJ 07444; 973/839-2600 WWW.DUCATIUSA.COM									
996R	$28,000	sport	l/c 8v 998 V-twin	6/chain	407	31.1	55.5	23.5-24.5/91-97	4.4
996S	$21,495	sport	l/c 8v 996 V-twin	6/chain	436	31.1	55.5	23.5-24.5/91-97	4.4
996	$16,795	sport	l/c 8v 996 V-twin	6/chain	436	31.1	55.5	23.5-24.5/91-97	4.4
748/748S	$12,795	sport	l/c 8v 748 V-twin	6/chain	423	31.1	55.5	23.5-24.5/91-97	4.4
Supersport 900	$11,295	sport	a/c 4v 904 V-twin	6/chain	415	32.1	54.9	24.0/100	4.2
Supersport 750	$9445	sport	a/c 4v 748 V-twin	5/chain	404	32.1	55.3	24.0/96	4.2
750 Sport	$7695	sport	a/c 4v 748 V-twin	5/chain	400	32.1	55.3	24.0/96	4.2
ST4	$13,295	sport-touring	l/c 8v 916 V-twin	6/chain	474	32.3	56.3	24.0/102	5.5
ST2	$11,795	sport-touring	l/c 4v 944 V-twin	6/chain	460	32.3	56.3	24.0/102	5.5
Monster S4	$12,495	standard	l/c 8v 916 V-twin	6/chain	423	31.6	56.7	24.0/102	4.2
Monster 900	$9995	standard	a/c 4v 904 V-twin	6/chain	407	30.3	56.3	23.0/104	4.2
Monster 750	$7495	standard	a/c 4v 748 V-twin	5/chain	392	30.3	56.3	23.0/94	4.2
Monster 600	$5995	standard	a/c 4v 583 V-twin	5/chain	392	30.3	56.3	23.0/94	4.2
HARLEY-DAVIDSON 3700 WEST JUNEAU AVENUE MILWAUKEE, WI 53208; 414/343-4680 WWW.HARLEY-DAVIDSON.COM									
Electra Glide Classic	$15,940	touring	a/c 4v 1450 V-twin	5/belt	776	27.3	63.5	26.0/156	5.0
Electra Glide Standard	$13,595	touring	a/c 4v 1450 V-twin	5/belt	758	27.3	63.5	26.0/156	5.0
Ultra Classic Electra Glide	$18,980	touring	a/c 4v 1450 V-twin	5/belt	788	27.3	63.5	26.0/156	5.0
Road Glide	$15,780	touring	a/c 4v 1450 V-twin	5/belt	731	26.9	63.5	26.0/156	5.0
Road King	$16,695	touring	a/c 4v 1450 V-twin	5/belt	723	27.3	63.5	26.0/156	5.0
Heritage Softail Classic	$16,235	cruiser	a/c 4v 1450 V-twin	5/belt	696	25.4	64.5	32.0/147	5.0
Heritage Springer	$17,545	cruiser	a/c 4v 1450 V-twin	5/belt	716	27.3	63.5	26.0/156	5.0
Softail Deuce	$16,235	cruiser	a/c 4v 1450 V-twin	5/belt	645	26.0	66.6	34.0/127	4.9
Springer Softail	$15,690	cruiser	a/c 4v 1450 V-twin	5/belt	653	25.8	65.4	32.0/135	5.0
Dyna Wide Glide	$15,695	cruiser	a/c 4v 1450 V-twin	5/belt	612	26.8	66.1	32.0/130	5.2
Fat Boy	$15,495	cruiser	a/c 4v 1450 V-twin	5/belt	666	25.5	64.5	32.0/147	5.0
Dyna Super Glide T-Sport	$14,720	cruiser	a/c 4v 1450 V-twin	5/belt	642	27.9	63.2	28.0/104	4.9
Night Train	$14,635	cruiser	a/c 4v 1450 V-twin	5/belt	630	25.2	66.9	34.0/127	5.0
Dyna Low Rider	$14,595	cruiser	a/c 4v 1450 V-twin	5/belt	614	26.5	65.5	32.0/130	4.9
Dyna Super Glide Sport	$13,720	cruiser	a/c 4v 1450 V-twin	5/belt	619	27.2	63.2	28.0/104	4.9
Softail Standard	$12,535	cruiser	a/c 4v 1450 V-twin	5/belt	630	26.1	66.9	34.0/127	5.0
Dyna Super Glide	$11,470	cruiser	a/c 4v 1450 V-twin	5/belt	612	26.5	62.5	28.0/104	4.9
Sportster 1200 Custom	$8995	cruiser	a/c 4v 1200 V-twin	5/belt	491	27.5	60.0	30.1/119	3.3
Sportster 1200 Sport	$8595	cruiser	a/c 4v 1200 V-twin	5/belt	501	28.0	60.2	29.6/117	3.3
Sportster 1200	$7895	cruiser	a/c 4v 1200 V-twin	5/belt	491	28.9	60.0	29.6/117	3.3
Sportster 883	$5595	cruiser	a/c 4v 883 V-twin	5/belt	489	28.0	60.0	30.1/119	3.3
HONDA 1919 TORRANCE BOULEVARD TORRANCE, CA 90501; 310/783-2000 WWW.HONDAMOTORCYCLE.COM									
Gold Wing	$17,499	touring	l/c 12v 1832 opposed-six	5/shaft	792	29.1	66.6	29.2/109	6.6
Valkyrie Interstate	$15,499	touring	l/c 12v 1520 opposed-six	5/shaft	771	28.7	66.5	32.0/152	6.9
Shadow A.C.E. Tourer	$9299	touring	l/c 6v 1099 V-twin	5/shaft	626	28.7	65.2	NA/NA	4.2
Valkyrie	$13,099	cruiser	l/c 12v 1520 opposed-six	5/shaft	682	28.9	66.5	32.2/152	5.3
Shadow Aero	$8999	cruiser	l/c 6v 1099 V-twin	5/shaft	615	28.5	66.1	32.4/161	4.2
Shadow Sabre	$8199	cruiser	l/c 6v 1099 V-twin	5/shaft	573	27.2	64.6	32.4/161	4.2
Shadow Spirit	$7999	cruiser	l/c 6v 1099 V-twin	5/shaft	544	28.7	65.0	32.4/161	4.2
Shadow Spirit 750	$5999	cruiser	l/c 6v 745 V-twin	5/chain	496	26.6	64.8	33.0/157	3.7
Magna	$7499	cruiser	l/c 16v 748 V-four	5/chain	505	28.0	65.0	32.0/137	3.6
Shadow A.C.E. 750 Deluxe	$6199	cruiser	l/c 6v 745 V-twin	5/chain	505	27.6	63.6	33.0/157	3.7
Shadow VLX	$4999	cruiser	l/c 6v 583 V-twin	4/chain	445	25.6	63.2	35.0/164	2.9
Rebel	$2999	cruiser	a/c 4v 234 vertical-twin	5/chain	306	26.6	57.1	30.0/113	2.6
ST1100/ST1100 ABS	$11,899	sport-touring	l/c 16v 1084 V-four	5/shaft	639/659	31.5	61.2	27.3/101	7.4
CBR1100XX	$10,999	sport	l/c 16v 1137 inline-four	6/chain	492	31.9	58.7	25.0/99	6.3
CBR929RR	$9999	sport	l/c 16v 929 inline-four	6/chain	375	32.1	54.9	23.8/97	4.8
RC51	$10,999	sport	l/c 8v 999 V-twin	6/chain	432	32.0	55.5	24.5/101	4.8
Interceptor	$9499	sport	l/c 16v 781 V-four	6/chain	463	31.7	56.7	25.3/95	5.5
Super Hawk	$8999	sport	l/c 8v 996 V-twin	6/chain	423	31.9	56.3	24.0/97	4.8
CBR600F4i	$8199	sport	l/c 16v 599 inline-four	6/chain	370	31.7	54.9	24.0/96	4.8

CONVENTIONS

note 1: cooling medium (a/c=air/cooled, l/c=liquid-cooled, a-o/c=air- and oil-cooled); total number of valves (4v), displacement in cc; number of cylinders and configuration (single, inline-three, opposed-twin, V-twin)

BACK ISSUES

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verdict
SP is the Superbike special; twice the price of the R
A Ducati 996 without the red mist
Saner version of the Mille makes us go "woo-hoo"
Ring-ding its little neck…it loves the attention
Rare, small, slow…only you know if you want one
Other STs cower in the Futura's angular presence
A new home for Mille's engine, looks good from here
More street than sport; distanced from BMW's F650
German Gold Wing; still very much a BMW
Autobahn burner continues unchanged; not nimble
Our pick for 2000's touring bike of the year
Special editions fill out C lineup
Trading style for function but a watershed for BMW
We can't tell you exactly why we love this bike so….
Sportier, in-house GS should be debugged by now
Polarizing styling; typically high BMW quality
Revised basic boxer should be a real treat
Fairing and bags aim it at BMW; wide of the mark
Big attitude, little bodywork; reliable now?
Our fave Buell; $200 Low option gets lower seat
Significant but unpolished…does polish matter here?
Duck-powered and quick reflexed…very nice
You can only dream; Ducati says it's sold out
Still brilliant and deadly serious, but aging rapidly
WSB-spec chassis mated to street-going 996 mill
Hanging with the supersport 600s and loving it
Charismatic air-cooled twin may be "classic" Duck
Small-bore 900SS sacrifices performance for price
New price leader gives up power and brakes
Lower price and standard hard bags improve value
Bucks down a bit for 2001, the ST2's a great deal
Hail the new wheelie king! 916 power makes us bulge
Cheaper and better…that's hooligan progress
Middle Monster may suffer Jan Brady syndrome
First time for the 600 here; watch out for SV650s
One notch down from the Ultra, a fine big rig
Blank canvas for hot-rod tourer, relatively cheap
Haul it all with substance and style; works good, too
Harley's sport-tourer with a killer stereo
Fun and functional, best parts of cruiser and tourer
H-D's bread and butter classic, just keeps selling
Huge pose factor now with competent engine
Our pick for cruiser of the year in 2000
Stripped-down springer; decent functionally
Hugely popular Dyna with kicked-out fork
Living large and selling well; you'll know if it's for you
Replaces Dyna Convertible; nicely equipped
If black is your thing, this is your chopper
Slammed suspension helps shorties, hurts ride
Sportiest Big Twin is among our favorite hogs
Bare bones Softail lets you customize with impunity
Entry-level Big Twin, still a pretty good piece
Custom big-inch Sporty leads the XL line
Sportiest Sportster will not harass many Buells
Basic 1200 still elemental; still a paint shaker
Cheapest Harley you can buy; basic and slightly crude
Completely new for 2001, resetting the standard
Previous-gen GL engine still hot to trot
Cruiser-based tourer; more competent than cool
Hard to argue with 100 foot-pounds of torque, eh?
Nice ride about to be obsoleted by 2002 VTX
Tough-guy custom growls but doesn't bite
Original VT1100 resurrected for the budget-minded
Budget cruiser with old engine and new styling licks
V-four power gives the Magna real performance
Midsize A.C.E. with fat tires and lots of chrome
Mini Shadow's lack of punch is fine for beginners
Nicely finished for the price, but very slow
Functional and evergreen; ABS/TCS is $2500 option
Not the most hyper big-bore but finely polished
Beat the R1 in our open-class shootout in 2000
A champion the first time out; a genuine achievement
Sport-touring with real sport, a big favorite here
Probably the last year for this all-around sport twin
Honda injects the F4; will it beat the R6 and GSX-R?

Four-wheel bondage

Quick tips for safer bike hauling

HOW-TO

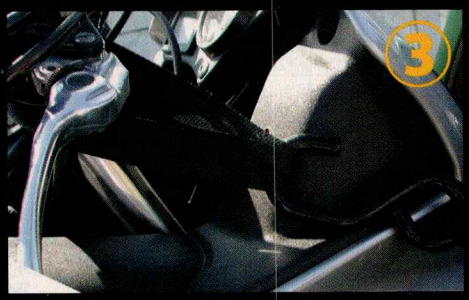
EVERY SO OFTEN YOU MAY NEED TO GET YOUR motorcycle somewhere not under its own power. It's probably for this reason you even own a four-wheeler. Around here, our haulers span the range from compact pick-up trucks and full-size vans to our slick, new Ford F-350-based box van. (Are we jazzed? You betcha!) But no matter what you haul it in, you have to find a way to safely secure your bike for transit. Here are the basics.

A bike is most secure riding longitudinally in the bed or cargo area of the vehicle (1). That's because the braking forces are likely to be much stronger than any turning forces, and, anyway, the bike will like to face forward so it doesn't get sick.

The main tie-down points will be the handlebar, or the upper or lower triple clamps (2). For a standard bar, you can place the hook on the bar and be done with it, looking carefully, of course, for buckle or webbing contact with fairings or other hard parts. For bikes with clip-ons, you'll need to get creative. So-called bar savers—looped sections of tie-down webbing—can be wrapped around the bases of the clip-ons where they meet the upper triple clamp (3). The closer you get to the centerline of the bike or to the clip-ons' mounting pads, the better.

Pay attention to two additional items for maximum security. First, you should have some kind of chock to stabilize the front wheel (4,5). This will keep the front tire from swerving in the bed, which will maintain tension on the tie-down straps. Second, try to make sure the tie-down locations on the vehicle are symmetrically disposed from the front tire. You can get away with different offsets if you have a good, strong chock.

Don't go crazy hauling down on the straps. You don't need to compress the front suspension by more than half. Any more and you risk blowing out the fork seals over the long haul; less than that and the straps could go loose over bumps in the road. Secure the rear of the bike lightly and try to have the straps pulling the bike forward also. You don't want the rear straps pulling against the fronts, nor is there a need to crank down madly on the aft ties. The point is to keep the back end from jumping around; let the forward tie downs do the bulk of the work.



MARC COOK

the list

model	price	class	engine (note 1)	speeds/ final drive	dry weight (lb.)	seat height (in.)	wheel-base (in.)	rake (deg)/ trail(mm)	fuel cap. (gal.)
Nighthawk 750	$5799	standard	a/c 16v 747 inline-four	5/chain	463	30.9	59.3	29.0/180	4.8
Nighthawk	$3399	standard	a/c 4v 234 vertical-twin	5/chain	287	29.3	56.3	28.0/109	4.3
XR650L	$5499	dual-sport	a/c 4v 644 single	5/chain	324	37.0	57.3	27.0/102	2.8
HUSQVARNA 2300 MARYLAND ROAD WILLOW GROVE, PA 19090; 215/830-3300 WWW.HUSQVARNAUSA.COM									
SM610S	$6499	super-motard	l/c 4v 576 single	6/chain	331	33.9	59.3	27.0/88	2.4
TE610E	$6399	dual-sport	l/c 4v 576 single	6/chain	330	35.4	58.5	27.5/116	2.4
KAWASAKI 9950 JERONIMO ROAD IRVINE, CA 92618; 949/770-0400 WWW.KAWASAKI.COM									
Vulcan 1500 Nomad Fi	$12,999	touring	l/c 8v 1470 V-twin	5/shaft	739	28.3	65.6	32.0/188	5.0
Vulcan 1500 Nomad	$12,299	touring	l/c 8v 1470 V-twin	5/shaft	732	28.3	65.6	32.0/188	4.2
Voyager XII	$12,299	touring	l/c 16v 1196 inline-four	5/shaft	728	29.7	63.8	30.0/122	6.1
Ninja ZX-12R	$11,999	sport	l/c 16v 1198 inline-four	6/chain	463	31.9	56.7	23.5/94	5.3
Ninja ZX-9R	$10,199	sport	l/c 16v 899 inline-four	6/chain	404	31.9	55.7	24.0/97	5.0
Ninja ZX-11	$10,199	sport	l/c 16v 1052 inline-four	6/chain	514	30.7	58.9	26.5/107	6.3
Ninja ZX-7R	$9299	sport	l/c 16v 748 inline-four	6/chain	448	31.1	56.5	25.0/99	4.8
Ninja ZX-6R	$8099	sport	l/c 16v 599 inline-four	6/chain	377	32.3	55.1	23.5/91	4.8
Ninja ZX-6	$7199	sport	l/c 16v 599 inline-four	6/chain	430	30.7	56.3	24.5/97	4.8
Ninja 500R	$5099	sport	l/c 8v 498 vertical-twin	6/chain	388	30.5	56.5	27.0/91	4.8
Ninja 250R	$3299	sport	l/c 8v 248 vertical-twin	6/chain	304	29.3	55.1	27.0/84	4.8
Vulcan 1500 Drifter	$11,799	cruiser	l/c 8v 1470 V-twin	5/shaft	668	29.1	65.2	32.0/163	5.0
Vulcan 1500 Classic Fi	$10,799	cruiser	l/c 8v 1470 V-twin	5/shaft	659	29.1	65.4	32.0/122	5.0
Vulcan 1500 Classic	$9999	cruiser	l/c 8v 1470 V-twin	5/shaft	644	29.1	65.4	32.0/122	5.0
Vulcan 800 Drifter	$7499	cruiser	l/c 8v 805 V-twin	5/chain	547	29.9	63.6	31.5/157	4.0
Vulcan 800 Classic	$6999	cruiser	l/c 8v 805 V-twin	5/chain	516	27.8	63.0	32.0/122	4.0
Vulcan 800	$6299	cruiser	l/c 8v 805 V-twin	5/chain	496	28.0	64.0	34.0/150	4.0
Vulcan 750	$6099	cruiser	l/c 8v 749 V-twin	5/shaft	483	28.9	62.2	32.0/127	3.6
Vulcan 500 LTD	$4699	cruiser	l/c 8v 498 vertical-twin	5/chain	496	28.1	62.8	33.0/150	4.0
Eliminator 125	$2499	cruiser	l/c 4v 124 V-twin	5/chain	282	26.8	57.9	34.0/122	3.4
Concours	$8199	sport-touring	l/c 16v 997 inline-four	6/shaft	595	31.1	61.2	28.5/122	7.5
W650	$6599	standard	a/c 8v 676 vertical-twin	5/chain	434	31.5	57.1	27.0/104	4.0
ZRX1200R	$7899	standard	l/c 16v 1164 inline-four	5/chain	NA	31.1	57.6	25.0/104	5.3
ZR-7S	$5999	standard	a/c 8v 738 inline-four	5/chain	445	31.5	57.3	25.5/144	5.8
KLR650	$4999	dual-sport	l/c 4v 651 single	5/chain	337	35.0	58.9	28.0/112	6.1
KLR250	$4149	dual-sport	l/c 4v 249 single	6/chain	258	33.7	55.7	28.5/117	2.9
Super Sherpa	$3999	dual-sport	a/c 4v 249 single	6/chain	249	32.7	54.1	28.0/107	2.4
KE100	$1999	dual-sport	a/c 2st 99 single	5/chain	187	31.7	50.6	30.5/119	2.4
KTM 1119 MYLAN AVENUE AMHERST, OH 44001; 440/985-3553 WWW.KTMUSA.COM									
Duke II	$8198	sport	l/c 4v 625 single	5/chain	320	33.8	57.5	25.8/NA	3.0
LC4 Adventurer R	$8198	dual-sport	l/c 4v 625 single	5/chain	340	35.4	59.5	28.0/NA	7.4
640 LC4/400 LC4	$6998	dual-sport	l/c 4v 625/398 single	5/chain	340	37.6	59.5	27.5/NA	3.0
LAVERDA 110 LONDONDERRY COURT SUITE 130 WOODSTOCK, GA 30188; 770/592-2261 WWW.APRILIA.COM									
750 Formula	$10,595	sport	l/c 8v 747 vertical-twin	6/chain	412	NA	54.2	26.3/103	5.0
750 Supersport	$9495	sport	l/c 8v 747 vertical-twin	6/chain	412	NA	54.2	26.3/103	5.0
Strike Café Racer	$8995	sport	l/c 8v 747 vertical-twin	6/chain	412	NA	54.2	26.3/103	5.0
Strike	$8495	sport	l/c 8v 747 vertical-twin	6/chain	418	NA	54.2	26.3/103	5.0
MOTO GUZZI 455 WEST DEPOT STREET ANGIER, NC 27501; 919/639-3180 WWW.MOTOGUZZI-US.COM									
V11 Sport	$11,900	sport	a/c 4v 1064 V-twin	6/shaft	472	31.0	NA	NA/NA	5.5
California EV	$11,500	cruiser	a/c 4v 1064 V-twin	5/shaft	550	30.0	61.4	28.0/99	5.0
California Special	$10,950	cruiser	a/c 4v 1064 V-twin	5/shaft	545	28.8	NA	NA/NA	5.0
California Jackal	$8495	cruiser	a/c 4v 1064 V-twin	5/shaft	542	29.0	61.5	28.0/154	5.0
Quota	$9995	dual-sport	a/c 4v 1064 V-twin	5/shaft	541	32.8	61.0	NA/NA	5.2
MuZ 4 SIGNAL AVENUE, SUITE C ORMOND BEACH, FL 32174; 904/676-1056 WWW.MOTORRADNA.COM									
Black Panther	$6195	sport	l/c 5v 660 single	5/chain	345	34.5	59.5	NA/NA	3.0
Skorpion Traveller	$6495	sport-touring	l/c 5v 660 single	5/chain	415	31.0	56.0	NA/NA	4.7
Skorpion Sport Cup	$5795	sport	l/c 5v 660 single	5/chain	382	31.0	56.0	NA/NA	4.7
Skorpion Tour	$4995	standard	l/c 5v 660 single	5/chain	374	31.0	56.0	NA/NA	5.0
MV AGUSTA 2300 MARYLAND ROAD WILLOW GROVE, PA 19090; 215/830-3300 WWW.MVAGUSTAUSA.COM									
Brutale Serie Oro	$28,995	standard	l/c 16v 750 inline-four	6/chain	NA	NA	NA	NA	NA
F4 Strada	$18,895	sport	l/c 16v 750 inline-four	6/chain	397	31.1	55.6	24.5/104	5.8
SUZUKI 3251 EAST IMPERIAL HIGHWAY BREA, CA 92821; 714/996-7040 WWW.SUZUKI.COM									
GSX1300R Hayabusa	$10,849	sport	l/c 16v 1299 inline-four	6/chain	473	31.7	58.5	24.0/97	5.8
GSX-R600	$7999	sport	l/c 16v 599 inline-four	6/chain	359	32.7	55.1	24.0/96	4.8
GSX-R750	$9449	sport	l/c 16v 749 inline-four	6/chain	366	32.6	55.5	24.0/94	4.8
GSX-R1000	$10,399	sport	l/c 988 inline-four	6/chain	375	32.3	55.5	24.0/96	4.8
TL1000R	$9599	sport	l/c 8v 996 V-twin	6/chain	434	32.5	54.9	23.0/90	4.5
TL1000S	$9099	sport	l/c 8v 996 V-twin	6/chain	421	32.9	55.7	23.0/95	4.5
SV650S	$6199	sport	l/c 8v 645 V-twin	6/chain	372	31.7	55.9	25.0/100	4.2
1500 Intruder LC	$9999	cruiser	a-o/c 6v 1462 V-twin	5/shaft	644	27.6	66.9	32.0/138	4.1
1400 Intruder	$8349	cruiser	a-o/c 6v 1360 V-twin	5/shaft	535	27.6	63.5	32.0/166	3.4
Intruder Volusia	$6599	cruiser	l/c 8v 805 V-twin	5/shaft	NA	27.6	64.7	33.0/141	4.2
800 Intruder	$6399	cruiser	l/c 8v 805 V-twin	5/shaft	443	28.9	61.4	32.0/138	3.2
Marauder	$5999	cruiser	l/c 8v 805 V-twin	5/chain	456	27.6	64.8	35.0/146	3.4
Savage	$4299	cruiser	a/c 4v 652 single	5/belt	352	27.6	58.3	35.0/147	2.8
GZ250	$2999	cruiser	a/c 2v 249 single	5/chain	308	27.8	57.1	32.0/140	3.7
1200S Bandit	$7399	sport-touring	a-o/c 16v 1157 inline-four	5/chain	471	32.9	56.5	25.0/107	5.0
750 Katana	$7299	sport-touring	a-o/c 16v 749 inline-four	6/chain	469	31.1	57.7	25.0/100	5.3
600 Katana	$6299	sport-touring	a-o/c 16v 599 inline-four	6/chain	458	30.9	57.9	25.0/100	5.3
600S Bandit	$5849	sport-touring	a-o/c 16v 599 inline-four	6/chain	449	31.1	56.4	25.0/100	5.3
SV650	$5799	standard	l/c 8v 645 V-twin	6/chain	363	31.7	56.3	25.0/100	4.2
GS500E	$4399	standard	a/c 4v 487 vertical-twin	6/chain	372	31.1	55.0	25.0/95	4.0
DR650SE	$5449	dual-sport	a-o/c 4v 644 single	5/chain	324	33.0	58.7	28.0/111	3.4
DR-Z400S	$5449	dual-sport	l/c 4v 398 single	5/chain	291	36.8	58.1	27.0/109	2.6

verdict
Still with us, still selling well, still fun
MSF drop doggie on a cat-food budget (still!)
Air-cooled thumper continues; waiting for XR-R mill
Husky's answer to KTM's awesome Duke II
A true enduro-racer with lights
Cruiser-based tourer with excellent injection
Fewer bucks and horses, not long in tooth
Old tourer hanging in there, about to earn retirement
Ferociously fast but not perfectly finished
Overshadowed by 929 and R1, great in the real world
With the 12R here, it's starting to show its age
Playing longer than *Cats*; what's new Kawasaki?
Smooth and comfy, right there with the F4 and R6
Feeling old next to the almost-as-comfortable 6R
Tot-sized twin with major-league fun factor
Our favorite 250; damning with faint praise?
For '01: larger fuel tank, solo seat and more chrome
Team Green's hot big-bore continues unchanged
Function and style merge for reasonable cash
Same updates as 1500, lacks only a few foot-pounds
Custom-styled V-twin remains a good seller
Save on the buy and spend on the aftermarket
Low price saves out-dated styling
Barstool-busting parallel-twin cleans up in the 500 class
All-new beginner bike; will 125cc be enough?
Popular and inexpensive ST getting varicose veins
Bonnie-buddy gets chassis tweaks for '01
Upping the ante at the naked table; watch out!
Half-faired version of KZ750-engined cheapster
Long-running model refined into super dual-sport
Smaller KLR may be your next ranch hand
Entry-level model excellent for dirty newbies
Hey...a two-stroke! Smoke 'em if you got 'em
If you can't get arrested on one of these...
Huge P/D replibike, park next to your Excursion
More dirty than streety, but that's fine by us
High-end parallel twin needs further development
Cheaper version with all the same foibles
Laverda's version of the Triumph Speed Triple
Naked and less expensive, but is that enough?
A stripped Guzzi in the V7 tradition; great 'box
Upmarket cruiser lavished in chrome; works fine
Guzzi cruiser stands ready for factory custom stuff
Simple, sporty cruiser that's also reasonably priced
Elderly adventurer-tourer; name your price
Who names these things, anyway?
Sport Cup with hard luggage, bigger fairing
Same Yamaha-built engine, less flash and less cash
Looks (and runs) like an SV650 with a lung removed
Monster? What's a Monster?
Exotic, desirable, competent; what else do you need?
Still the fastest open-class GT, and our favorite
All that's right with the new 750 in a middleweight
Motorcycle of the Year for 2000; stunning and fun
Stand back you wussie 929s and R1s!
Big and beefy sporty twin, days may be numbered
Likely to become a standardized SV1000 next year
Half-faired version finally comes here; a bit sedate
Big cruiser is actually a pretty good piece
U.S.-designed cruiser still with us, punchy engine
Marauder-based cruiser should be competent
Smaller, old-style Intruder continues to sell well
Bargain bruiser; a Magna without as much grunt
A decent little cruising single, if a bit basic
A bit wheezy next to the 250 twins but nicely built
Renewed for 2001 and better than ever; a great buy
Popular, reasonably cheap, old GSX-R750 power
Popular, even cheaper, early GSX-R600 power
Hard to distinguish from the 1200S
How long before *every* MC editor owns one?
Mild updates for 2001, but nothing major
Suzuki's street-ized big-bore dual-sport
An impressive d/p bike—a do-it-all machine

Answers

THE FOOD'S GOOD, THOUGH...

After having read Mr. Trevitt's "Yes, I have no car" Megaphone column in the February 2001 issue, I felt like dropping you a few lines. Seen from Louisiana, it seems we're living in two opposite worlds. I am a French officer based in New Orleans, and have always ridden bikes. Coming to Louisiana and its sunny weather, I naturally looked for a machine that could bring me to work in a suit with room for a briefcase. I found a 750 Nighthawk to be the perfect horse. The staff at Garett Honda was great. The sun was shining, and everything looked wonderful—until I had to use the bike on a daily basis. On the first ride into New Orleans I realized that lane-splitting was illegal, that no public parking lots allow bikes to park (forget hotel valets), that bike stands are just for bicycles, sidewalks are off-limits, and (I swear!) locking the front wheel to a meter is not allowed. I put up with it for seven months and then leased a Volkswagen. Why, in the southern United States where conditions seem so much better than in Europe to ride a bike, are the infrastructures and the authorities so user-unfriendly?

Franck Laval
New Orleans, LA

Funny, isn't it, how being too close to a thing prevents us from seeing it. The problem is immediately obvious to Answerman: You're French. Just kidding. In reality, many Americans—law-enforcement officers especially—remain apprehensive that Marlon Brando and Lee Marvin are going to show up and trash the town. Our man Andy Goldfine, inventor of the ubiquitous Aerostich suit and other fine motorcycling stuff, is now trying to improve the lot of the everyday rider through Ride to Work, Inc., reachable at Box 1072, Proctor, MN 55810, or at (218) 722-9806; www.ridetowork.org.

Instead of expending time and money railing against helmet laws and other windmills, RTW aims to make Americans aware that most motorcyclists really are just normal(ish) people and that we are good for them in that we take up less space on the road and in the parking lot. The next annual Ride to Work Day is July 18, 2001. Get on your bikes and ride.

BEARING UP

My 1998 Yamaha YZF-R1 is on its third set of rear-wheel bearings at only 18,000 miles. Is this normal?

Fred Warwick
Santa Fe, NM

With the R1, we're told, it's not abnormal—130 horsepower and all that torque seems to wreak havoc on the needle-roller and two ball bearings that carry the bike's rear wheel. For years, racers have thought of wheel bearings as consumables. That level of performance has reached the street.

GSX-R1000

Wow! If Mitch Boehm can wheelie a bike, it *must* have some serious horsepower. Put me on the waiting list!

Tony Z.
Dallas, TX

TOM RILES

Sorry, but Mr. Boehm is a busy man and can't possibly wheelie you until about the third week of October.

TANKS

In the March '01 issue you wrote that there are "larger" aftermarket fuel tanks available for the Honda VTR1000 Super Hawk, carbon fiber even. Where, who and how much!?

Scotti
Via e-mail

Hobble over to http://home.earthlink.net/~watanabekiyo/ or dial up (818) 841-0930 to find out more about Watanabe Racing's six-gallon carbon-fiber tank for the VTR1000—not exactly cheap at $1400 for clearcoat. Or call (561) 388-0966 (or http://members.aol.com/fuelcel) and speak to the Fuel Cel man, who makes all sorts of custom lightweight tanks from tricky aircraft materials.

Send your questions to *Motorcyclist*, Attn: Answers, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515; fax them to (323) 782-2372; or e-mail us at mcmail@emapusa.com. Time doesn't permit personal replies and the editors reserve the right to edit all letters, which must be exclusive to *Motorcyclist*.

the list

model	price	class	engine (note 1)	speeds/ final drive	dry weight (lb.)	seat height (in.)	wheel-base (in.)	rake (deg)/ trail(mm)	fuel cap. (gal.)
DR200SE	$3899	dual-sport	a/c 4v 199 single	5/chain	249	31.9	55.3	29.0/112	3.4
TRIUMPH 403 DIVIDEND DRIVE PEACHTREE CITY, GA 30269; 770/631-9500 WWW.TRIUMPH.CO.UK									
Trophy 1200	$11,999	sport-touring	l/c 16v 1180 inline-four	6/chain	518	31.1	58.7	27.0/105	6.6
Trophy 900	$10,999	sport-touring	l/c 12v 885 inline-three	6/chain	455	31.1	58.7	27.0/105	6.6
Sprint ST	$10,799	sport-touring	l/c 12v 955 inline-three	6/chain	456	31.5	57.9	25.0/92	5.6
Daytona	$10,999	sport	l/c 12v 955 inline-three	6/chain	436	31.5	56.3	24.0/86	4.8
Speed Triple	$10,499	sport	l/c 12v 955 inline-three	6/chain	432	31.5	56.7	24.0/86	4.8
Sprint RS	$9499	sport	l/c 12v 955 inline-three	6/chain	438	31.7	57.9	24.5/89	5.6
TT600	$8299	sport	l/c 16v 599 inline-four	6/chain	374	31.9	54.9	24.0/89	4.8
Tiger	$10,799	dual-sport	l/c 12v 955 inline-three	6/chain	474	33.1	61.0	28.0/92	6.4
Adventurer	$8999	cruiser	l/c 12v 885 inline-three	5/chain	464	28.5	63.8	30.0/130	4.0
Thunderbird	$8999	cruiser	l/c 12v 885 inline-three	6/chain	485	30.5	62.2	27.0/106	4.0
Legend TT	$7799	cruiser	l/c 12v 885 inline-three	5/chain	473	28.5	62.2	27.0/106	4.0
Bonneville	$6999	standard	l/c 4v 790 vertical-twin	5/chain	451	31.5	57.0	29.0/117	4.3
VICTORY 2100 HIGHWAY 55 MEDINA, MN 55340; 612/542-0500 WWW.POLARISINDUSTRIES.COM									
V92C Deluxe	$14,599	cruiser	a-o/c 8v 1507 V-twin	5/belt	657	28.5	63.6	30.0/120	5.0
V92SC	$13,399	cruiser	a-o/c 8v 1507 V-twin	5/belt	657	28.5	63.6	30.0/120	5.0
V92C	$13,399	cruiser	a-o/c 8v 1507 V-twin	5/belt	657	28.5	63.6	30.0/120	5.0
YAMAHA 6555 KATELLA AVENUE CYPRESS, CA 90630; 714/761-7300 WWW.YAMAHA-MOTOR.COM									
Royal Star Venture	$16,399	touring	l/c 16v 1294 V-four	5/shaft	807	29.5	67.1	30.0/126	6.0
RS Tour Deluxe	$15,499	touring	l/c 16v 1294 V-four	5/shaft	728	28.5	66.7	30.0/126	4.8
Royal Star Boulevard	$14,299	cruiser	l/c 16v 1294 V-four	5/shaft	672	28.1	66.7	30.0/126	4.8
Road Star Silverado	$12,399	cruiser	a/c 8v 1602 V-twin	5/belt	710	27.9	66.3	32.0/142	5.3
Road Star Midnight Star	$11,799	cruiser	a/c 8v 1602 V-twin	5/belt	677	27.9	66.3	32.0/142	5.3
Road Star	$10,999	cruiser	a/c 8v 1602 V-twin	5/belt	677	27.9	66.3	32.0/142	5.3
V-Max	$10,899	cruiser	l/c 16v 1198 V-four	5/shaft	581	30.1	62.6	29.0/119	4.0
V-Star 1100 Classic	$8199	cruiser	a/c 4v 1063 V-twin	5/shaft	599	27.9	64.8	33.0/136	4.5
V-Star 1100 Custom	$7899	cruiser	a/c 4v 1063 V-twin	5/shaft	571	27.0	64.5	33.0/136	4.5
V-Star Classic	$5899	cruiser	a/c 4v 649 V-twin	5/shaft	495	28.0	64.0	35.0/NA	4.2
V-Star Custom	$5599	cruiser	a/c 4v 649 V-twin	5/shaft	460	25.6	64.0	35.0/NA	4.2
Virago 250	$3399	cruiser	a/c 4v 249 V-twin	5/chain	302	27.0	58.6	32.0/120	2.5
YZF-R1	$10,299	sport	l/c 20v 998 inline-four	6/chain	385	32.0	54.9	24.0/92	4.7
YZF-R6	$7999	sport	l/c 16v 599 inline-four	6/chain	365	32.8	54.4	24.0/81	4.5
YZF600R	$6999	sport	l/c 16v 599 inline-four	6/chain	416	31.7	55.7	25.0/97	5.0
FZ1	$8499	standard	l/c 20v 998 inline-four	6/chain	458	32.3	57.1	NA/NA	5.6
XT225	$3999	dual-sport	a/c 4v 223 single	6/chain	238	31.9	53.1	26.5/102	2.3
TW200	$3599	dual-sport	a/c 2v 346 single	5/chain	262	31.1	52.2	26.5/94	1.9

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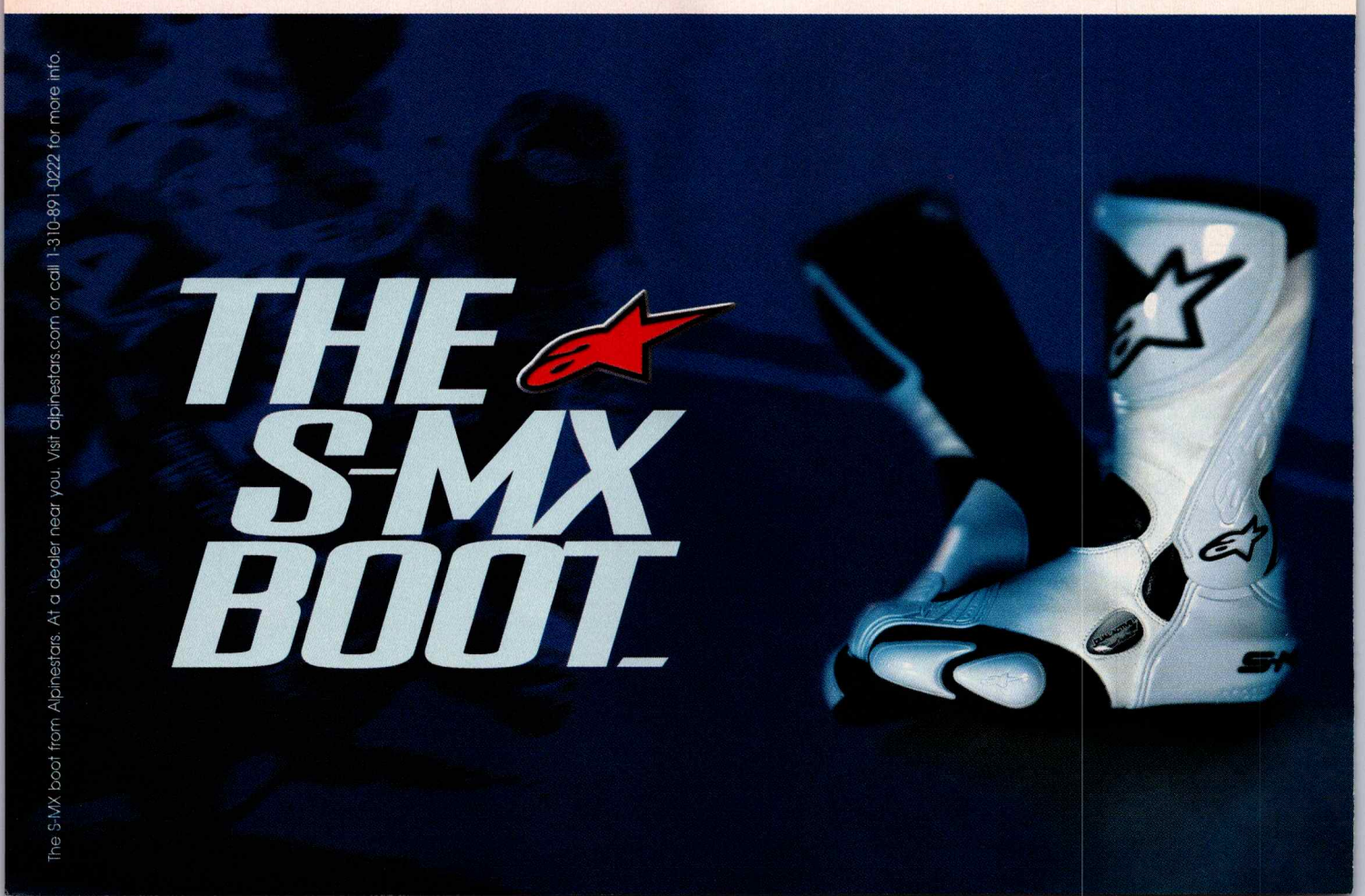
verdict
Basic and fun wheels for entry-level folks
Touring model with a replacement expected soon
Trophy chassis package, three-cylinder propulsion
Finally a BRG version; keeps the VFR800 honest
Due for a redesign soon, but still haughty
You'll know you love it from a half-mile away
Sportier than the ST, just as beautifully torquey
New cams and tune for '01 may save this bike
Now with stonking Sprint ST power—yee haw!
A custom T-bird with V-twin-squashing power
Retro-cruiser looks, naked-bike performance
Entry-level Britbike, torquey and talented triple
Hugely anticipated and amazingly inexpensive
Revision for '01 to bring function up to par
Plenty of sporty function, tranny *still* needs help
Fewer rough edges, but not up to Japanese standards
Retro looks, long-haul function, needs new 'shield
A decent touring cruiser in need of some punch
Standard Star also wants a horsepower injection
Touring version of the highly competent Road Star
Blacked-out version should broaden model's appeal
Functional and handsome, what else do you need?
A legend retires; this is (supposedly) its last year
Middle-range big cruiser plows ahead
Less retro, same great low price
"Heritage" styling but mostly modern underneath
More custom than nostalgic; same chassis/engine
A cheap V-twin that'll get you in the game
Unchanged for '01; champs edition has new paint
Faces tough competition from new GSX-R and F4i
Understandably overlooked, but a real gem
Oooh, oooh…we *want* one
Lightweight and fun entry-level dual-sport
A fat-tired fun-bike for the family

Beware the grim teamster

SO BILLY, EVER SEEN a truck tire blow out? That's right, a big boom and a reasonably terrifying explosion. Of special interest to motorcyclists is the fact that truck blowouts are not at all rare occurrences; in fact, they happen all the time. Those big treads littering the nation's highways didn't fall from alien spacecraft. That's why whenever we're passing a truck, we like to go ahead and get past the thing *asap*. Back there, around all those axles and big retreads (which fall off at the most inopportune moments), is no place to dawdle. If you get stuck behind a car that's also passing the truck, drop back until the car's well clear, and then zip on past. And keep both hands on the bar, too, because if a tire does pick that second to explode and you're lucky enough not to get beaned by a chunk of rubber shrapnel, it'll scare you so bad you're liable to jump out of your leathers and countersteer right off the road—or worse. Whatever you do, don't ride along behind a truck any longer than absolutely necessary, and leave more following distance than usual when you do get stuck behind Mr. 18-Wheeler.

STREET SAVVY



Cooler cornering

TECHNIQUE

KEVIN WING

THE BACKSTREET BOYS, GRAVEL AND decreasing-radius corners are among the evil we rank most foul. The eject button works on that first one, but getting around the other two takes practice. Lots of practice. Now, last things first.

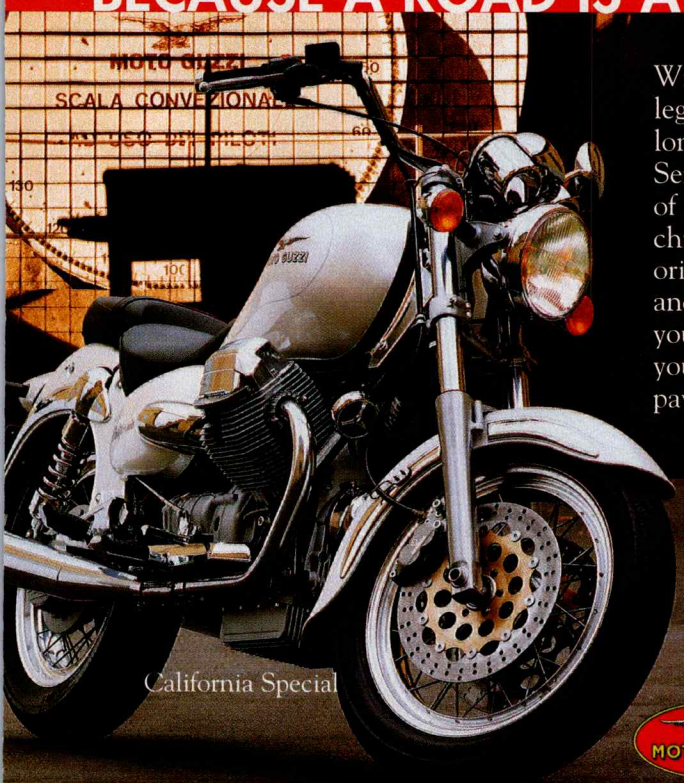
Were this a perfect world, we'd assume there was an overturned tanker of lubricant at the exit of every blind corner. But it isn't, and we don't. Astute readers (you know who you are) remember our January 2001 issue's tutorial on getting into a bend fast enough to make Mr. Sphincter inhale seat foam. Now, go a step further: What happens when you're flicked in and carving, and the provisional trajectory leads to peril?

Maybe the road tightens up. Maybe there's dirt, rocks, roadkill or a tofu chalupa right where you'll be in seconds. First, stay calm. Fear is the mind killer. Huge kudos if you started turning toward the outside of the corner; more time to react. The worst—and most natural—impulse in the decreasing-radius scenario is to turn in too early. Don't. Breathe, and don't make any sudden moves. Slamming the throttle shut or getting on either brake is an invitation to ugliness. Look *through* the corner and around the *detritus du jour*. For it is written that you will go where you look, whether you want to or not.

Etch this next bit on your frontal lobes: Once the miracle of countersteering starts the turn (you know, push left to go left, right to go right), shift your weight carefully toward the inside of the corner while keeping your head up and your eyes on the solution rather than the problem. Take your time to learn how your bike reacts to smooth, subtle weight shifts. Now, underline smooth and subtle. As an advanced add-on, if said trajectory still isn't tight enough, with your gluteus maximus toward the inside of the saddle, well-judged pressure against the fuel tank with your outside knee can dial in a degree or three of extra lean angle and tighten the line.

Take your time. Practice, then practice some more. Like perfecting a persuasive hard slider, mastering midcorner trajectory changes takes time. Getting a motorcycle around a corner depends on precise communication. Take the time to learn your motorcycle's language and you'll be able to tell it how to avoid some of life's scariest little diversions—and figure out who left that boy-band disc in the CD player in the first place.

BECAUSE A ROAD IS A TERRIBLE THING TO WASTE.



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California Jackal

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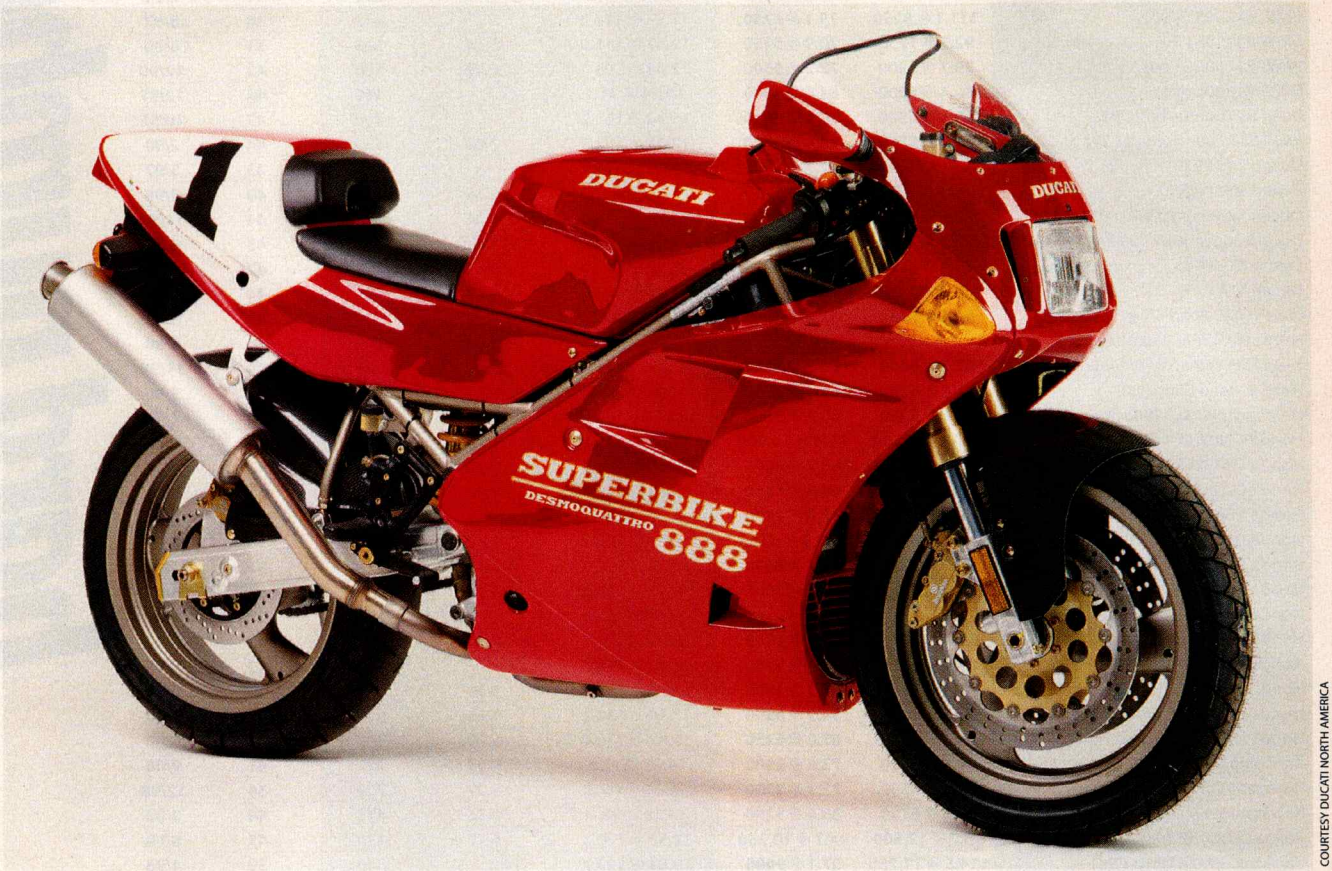
hard numbers

motorcycle	measured hp (@ rpm)	measured torque (foot-pounds @ rpm)	corrected best 1/4 mi.* (sec. @ mph)	top-gear roll-ons 60–80 mph (sec.)	wet weight (lb.)	fuel consumption (avg. mpg)	last** tested
Aprilia RSV Mille ('00)	113.6 @ 9500	71.6 @ 7000	10.58 @ 131.5	3.80	490	39	4/00
Aprilia SL1000 ('00)	110.4 @ 9500	69.3 @ 7100	10.99 @ 125.0	4.56	485	39	8/00
BMW F650GS ('00)	43.5 @ 6250	40.3 @ 4500	13.76 @ 91.6	6.03	442	45	7/00
BMW K1200LT ('00)	83.0 @ 6750	75.7@ 5000	13.83 @ 98.7	9.42	866	41	2/01
BMW K1200RS ('98)	111.1 @ 8250	79.1 @ 6750	11.77 @ 118.2		643	36	8/97
BMW R1100S ('00)	92.2 @ 7250	70.9 @ 5750	12.67 @ 111.0	5.44	545	31	6/00
BMW R1150GS ('00)	79.7 @ 6500	72.2 @ 5500	12.84 @ 103.1	6.59	586	42	12/99
BMW R1200C ('98)	56.4 @ 5000	63.6 @ 3000	14.24 @ 91.2		560	44	12/97
Buell S3 Thunderbolt ('99)	90.1 @ 6500	78.1 @ 6000	11.90 @ 113.2		514	47	10/98
Buell S3T Thunderbolt ('97)	76.9 @ 5750	72.8 @ 5000	12.45 @ 107.3	7.69	520	44	*2/98*
Ducati 748 ('97)	89.7 @ 10,500	51.7 @ 8500	11.59 @ 119.7		472	43	5/97
Ducati 996 ('99)	109.8 @ 8750	69.6 @ 6750	10.61 @ 130.2	5.35	478	40	3/99
Ducati Supersport 900 ('99)	77.4 @ 8000	57.3 @ 5750	11.65 @ 114.9	5.26	444	44	11/98
Ducati Supersport 900 i.e.('00)	77.5 @ 7750	59.3 @ 5750	11.99 @ 109.5	5.61	444	43	6/00
Ducati ST2 ('98)	75.4 @ 8500	56.6 @ 6500	12.39 @ 106.2	5.42	532	42	*2/98*
Ducati ST4 ('99)	105.5 @ 9250	63.3 @ 7250	11.03 @ 123.8	4.88	525	44	2/99
H-D FLHCRI Road King Classic ('99)	62.4 @ 5250	77.2 @ 3000	13.99 @ 94.5	5.32	744	43	12/98
H-D FLTR/FLTRI Road Glide ('98)			14.39 @ 90.7	9.02	762	46	6/98
H-D FXDX Dyna Super Glide Sport ('99)	62.5 @ 5500	76.3 @ 3250	13.54 @ 96.5	5.82	651	39	11/98
H-D S.E. Road Glide ('00)	70.8 @ 5250	86.4 @ 2750	13.93 @ 93.1	6.71	828	33	5/00
H-D Sportster XL1200S Sport ('98)	57.0 @ 5250	66.3 @ 3250	13.65 @ 96.1	4.99	524	41	1/98
Honda CBR600F4 ('00)	94.8 @ 12,500	44.8 @ 10,000	11.61 @ 115.9	6.76	436	41	8/00
Honda CBR900RR ('98)	111.4 @ 10,000	63.7 @ 8000	10.65 @ 130.2	3.70	448	42	*6/98*
Honda CBR929RR ('01)	128.4 @ 10,750	68.4 @ 8750	10.28 @ 135.9	2.98	442	38	4/01
Honda CBR1100XX ('97)	136.7 @ 9500	80.9 @ 7500	10.20 @ 134.5		556	39	2/97
Honda Gold Wing ('01)	104.1 @ 5500	109.9 @ 4250	12.78 @ 103.3	5.90	898	36	2/01
Honda GL1500C Valkyrie ('97)	95.9 @ 5500	96.1 @ 4000	12.13 @ 107.0		739	32	1/97
Honda RC51 ('00)	118.5 @ 9000	72.1 @ 7500	10.97 @ 128.2	4.94	489	38	8/00
Honda Shadow A.C.E. Tourer ('98)			13.91 @ 92.2		663	37	7/97
Honda Shadow Spirit 750 ('01)	41.4 @ 5750	43.2 @ 3500	11.98 @ 86.7	9.15	523	49	4/01
Honda ST1100 ABSII-TCS ('96)	87.0 @ 7250	72.2 @ 5250	12.40 @ 106.0		726	42	8/96
Honda Valkyrie Interstate ('99)	97.1 @ 5750	97.3 @ 4500	12.76 @ 100.8	6.38	859	31	8/99
Honda VFR800F Interceptor ('98)	97.0 @ 10,500	54.9 @ 8500	11.14 @ 122.2	5.23	515	38	8/99
Honda VTR1000F Super Hawk ('00)	100.7 @ 8250	67.0 @ 6250	11.47 @ 119.4	5.00	480	31	6/00
Kawasaki Vulcan 1500 Classic FI ('00)	54.6 @ 5000	73.6 @ 2500	14.07 @ 92.6	9.43	727	41	9/00
Kawasaki Vulcan 1500 Nomad ('99)	51.0 @ 4500	72.3 @ 2500	15.33 @ 85.8	8.27	775	34	12/98
Kawasaki W650 ('00)	44.8 @ 6750	38.4 @ 5250	14.19 @ 90.4	9.36	473	44	8/00
Kawasaki ZX-6R Ninja ('00)	96.2 @ 12,500	44.7 @ 10,250	11.38 @ 120.5	5.26	434	43	8/00
Kawasaki ZX-7R Ninja ('96)	114.5 @ 11,250	57.1 @ 9000	10.82 @ 129.7		519	39	4/96
Kawasaki ZX-9R Ninja ('01)	128.1@ 11,250	69.9 @ 9000	10.34 @ 135.9	3.18	467	38	4/01
Kawasaki ZX-12R Ninja('00)	162.7 @ 10,000	93.7 @ 7500	9.96 @ 142.3	3.23	547	37	6/00
Moto Guzzi Sport 1100i ('97)	73.3 @ 7000	61.5 @ 5750	12.79 @ 105.5	5.20	538	39	8/97
Moto Guzzi V11 Jackal ('00)	63.2 @ 6500	59.9 @ 5250	13.74 @ 98.0	7.60	564	42	2/00
Moto Guzzi V11 Sport ('00)	80.6 @ 7750	65.0 @ 5750	12.18 @ 110.9	5.14	546	40	10/00
MV Agusta F4 Strada ('00)	114.6 @ 12,750	52.6 @ 10,250	11.09 @ 128.0	4.86	480	33	9/00
Suzuki Bandit 600S ('00)	72.9 @ 10,750	38.6 @ 9000	12.59 @ 106.8	6.76	510	40	5/00
Suzuki Bandit 1200S ('01)	101.6 @ 8250	71.8 @ 7250	11.15 @ 121.8	4.02	543	40	10/00
Suzuki GSX1300R Hayabusa ('99)	156.1 @ 9500	99.0 @ 6750	10.34 @ 140.8	2.70	550	36	6/99
Suzuki GSX-R600 ('01)	100.5 @ 13,000	45.6 @ 10,750	10.80 @ 125.4	5.33	423	39	2/01
Suzuki GSX-R750 ('00)	123.0 @ 12,500	57.7 @ 10,000	10.26 @ 135.6	4.11	426	36	7/00
Suzuki GSX-R1000 ('01)	143.6 @ 10,500	76.7 @ 8250	10.10 @ 141.7	2.73	437	39	4/01
Suzuki SV650S ('01)	65.8 @ 9250	42.6 @ 7500	12.60 @ 109.4	5.13	428	42	1/01
Suzuki TL1000S ('00)	106.1 @ 8250	69.1 @ 6500	11.15 @ 121.1	4.61	487	42	6/00
Suzuki TL1000R ('98)	121.1 @ 9000	74.9 @ 7250	10.76 @ 129.1	4.30	505	40	*10/98*
Triumph Legend TT ('00)	67.4 @ 7750	51.9 @ 4000	13.32 @ 96.7	5.87	522	33	8/00
Triumph Sprint RS ('00)	93.6 @ 9250	61.5 @ 5250	11.76 @ 110.4	4.77	512	34	6/00
Triumph Sprint ST ('99)	102.8 @ 9250	65.2 @ 5250	11.53 @ 116.3	3.83	530	45	8/99
Triumph T509 Speed Triple ('97)	83.4 @ 9000	53.5 @ 7500	11.71 @ 114.1	4.59	477	37	*8/97*
Triumph T595 Daytona ('97)	108.8 @ 9500	67.9 @ 7500	10.80 @ 126.4	3.55	490	34	10/97
Triumph Tiger ('99)	72.0 @ 8250	48.1 @ 5750	13.15 @ 101.1	6.51	550	42	12/99
Yamaha Road Star ('99)	56.8 @ 4000	88.5 @ 2250	14.44 @ 88.9		740	43	7/99
Yamaha Royal Star Tour Deluxe ('97)			14.57 @ 90.0		793	37	7/97
Yamaha Royal Star Venture ('99)	81.7 @ 6000	79.7 @ 4500	13.66 @ 93.6	8.74	890	32	8/99
Yamaha V-Max ('97)	118.2 @ 8500	84.6 @ 6000	10.87 @ 124.0		616	33	1/97
Yamaha YZF600R ('97)	88.5 @ 11,000	45.9 @ 9750	11.31 @ 118.9	4.96	485	44	5/97
Yamaha YZF-R1 ('01)	129.8 @ 10,500	70.7 @ 8750	10.42 @ 134.7	2.82	446	39	4/01
Yamaha YZF-R6 ('00)	96.4 @ 12,500	42.4 @ 10,750	11.23 @ 123.2	5.29	425	38	8/00
Victory V92C ('98)	56.0 @ 4850	74.9 @ 3300	14.28 @ 90.0		692	38	7/99

* Performance with test-session weather conditions corrected to sea-level standard conditions (59 degrees F, 29.92 in. of mercury).
**Months listed in italics are issues the motorcycle was tested in *Sport Rider*.
Test numbers used here generated by the *Motorcyclist* staff using a Dynojet 150 rear-wheel dynamometer, Intercomp SWII digital scale and Los Angeles County Raceway's quarter-mile strip utilizing a Chrondek timing system.

archive



COURTESY DUCATI NORTH AMERICA

Ducati 851/888 1990–1994

MASSIMO BORDI SAVED ITALY WITH four cams and eight valves, moved by the arcane marvel of *desmodromics.* Engineer Bordi's first 851 Strada, introduced at the 1987 Milan Show, restored Ducati's superpower status overnight—after untold sleepless nights. Devised in the new *Reparto Sperimentale* (that's skunk works to you) shortly after Cagiva took over in '85, the finished product began a *desmoquattro* dynasty that would evolve into nine Ducati Superbike World Championships. But not easily.

Even with input from Cosworth's four-valve maharishi Keith Duckworth, convincing four cams and eight valves to play nice with desmo valve gear was an epic headache. But for Bordi, Ducati's trademark valve tackle earned its keep with extra revs, more power and gentleness to valve seats.

Housed in a spidery lattice of 4130 chrome-moly steel tubes, the 851, unveiled in Milan, employed a pair of 92.0mm x 64.0mm cylinders to make 92 horsepower at 9000 rpm. In 135-horsepower, 170-mph Corse trim, it won the inaugural World Superbike Championship round in '88 at England's Donington Park under Marco Lucchinelli. For us, the bad news was production bikes didn't arrive stateside until '90.

On the swervy roads for which it stands, the Duck ran away from blue-collar bikes.

We were stunned when they did. At 482 pounds wet, our 851 wasn't overly light, but an 11.6-second @ 117.0-mph quarter-mile run said it was bloody fast. On the swervy roads for which it stands, the Duck ran away from blue-collar bikes. New 94mm pistons and assorted enhancements put mortals further behind with the '93 888, which was sold in various stages of muscularity and street illegality. Our 888 SPO covered the quarter-mile in 11.33 seconds and topped out at 154 mph.

Like any good sex object, the breed remains temperamental. Electrical gremlins, such as the infamous voltage regulator, are common. Bordi's eight valves become vulnerable if neglected, and cam belts warrant regular scrutiny. Average retail price for a '90 851 sits at $6215. Expect $7020 for a '91, $7315 for a '92, $7790 for the '93 888 SPO and $8095 for the finale '94 888 Limited version. From a good home, all are solid buys.

—Tim Carrithers

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